

Good afternoon. Thank you to the committee for the opportunity to testify today on the capital budget's proposed spending on the West Susitna Access project. My name is Lois Epstein and I am an Alaska-licensed engineer with my own small business, LNE Engineering and Policy, located in Anchorage. I have approximately 20 years of experience working on Alaska transportation issues throughout the state, including extensive familiarity with transportation planning and financing. Note that I provided invited testimony to the Senate Transportation committee on February 12th of this year on the Cascade Point road and ferry terminal project. I am speaking today on my own behalf.

One of the analyses I performed for clients utilized a 2014 HDR report for Alaska DOT&PF entitled the "West Susitna Access Reconnaissance Study." This report contains detailed capital cost estimates for the project which range from 8-12.6 million dollars per mile in 2025 dollars. This means the cost for the full 100 mile road – largely intended to subsidize mining companies that pay the state relatively little in revenue and offer few long term jobs –would range from \$800 million to \$1.26 billion (dollars). For the 78 miles not yet funded, the cost would be \$624-\$983 million according to the HDR report.

I am providing this information to the legislature so members recognize the statewide tradeoffs inherent in utilizing state dollars for building the proposed West Susitna road. First, this 100 mile road will be very expensive, with limited statewide revenue and/or job benefits. Second, any money used for the 78 mile portion of the road would not have a 90% match from the federal government. The state cost to build that portion of the road could be used as a state match for up to nearly \$10 billion in roads and bridges statewide. This enormous tradeoff is a very persuasive argument to not support the West Susitna appropriation in SB214; a similar argument held great appeal when I presented it to the Senate Transportation Committee in February. For these two reasons, I strongly support removing the \$94.97 million from SB214.

Last, note that the line item for this project in SB214 identifies it as Stage 2. It is entirely unclear what Stage 2 represents. Alaska DOT & PF needs to ensure there is federal approval in the Statewide Transportation Improvement Program, or STIP, of this item before receiving federal reimbursement.

Thank you for your consideration of these points.



With Spirit and Strength

April 28, 2026

Members of the Alaska State Legislature
Alaska State Capitol
Juneau, AK 99801

Re: Fuel Cost and Drinking Water Emergencies across Alaska

Dear Honorable Senators and Representatives:

Aleutian Pribilof Islands Association (APIA) serves Tribal communities across the Aleutian and Pribilof Islands and has seen firsthand how escalating fuel costs, underfunded assistance programs, and climate-driven infrastructure failures are converging into a public safety crisis. Communities we serve rely entirely on delivered fuel and aging utility systems, making them especially vulnerable to price shocks, supply disruptions, and prolonged cold weather. As fuel prices continue to rise and delivery windows narrow, the risk to household safety, public health, and community stability has intensified.

APIA's management of the Tribal Low Income Home Energy Assistance Program (LIHEAP) illustrates the inequities embedded in current funding structures. Due to an outdated State/Tribal LIHEAP allocation agreement, and despite our best efforts to renegotiate over the past two years with the State of Alaska, our program received only 58% of the funding necessary to provide benefits equivalent to the State-administered heating assistance program. As a result, Alaska Native households in our region were eligible to receive approximately 40% less home heating fuel than non-Native households with the same income level living in the same communities. This disparity leaves Tribal families disproportionately exposed to extreme winter conditions and rising fuel costs through no fault of their own.

These funding gaps have real and immediate consequences. In Nelson Lagoon, freezing temperatures damaged the community's water transfer line, leaving residents without reliable access to safe drinking water or sanitation services and forcing the Tribe to declare a local disaster emergency. APIA mobilized \$28,500 in emergency funds and chartered two flights to deliver just over 1,000 gallons of drinking water and sanitation supplies. The total cost exceeded \$50,000. Despite these efforts, significant contributions from partner programs, and generous discounts from

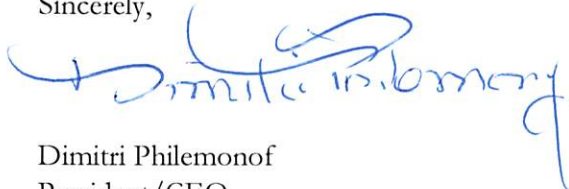
the air carrier, this response met only 66% of the community's drinking water needs for a single month, underscoring how quickly emergencies in remote communities overwhelm available resources.

APIA requests the Legislature to consider simple actions to address the urgent challenges facing rural and Tribal communities by:

- **Renegotiating State/Tribal LIHEAP allocation agreements** to ensure funding reflects actual need and to allow Tribes to provide their own data to justify allocation size;
- **Investing additional state resources in heating assistance**, including reinstating the Alaska Heating Assistance Program (AKHAP) which expanded heating assistance services when federal LIHEAP funds were insufficient; and
- **Increasing the Bulk Fuel Revolving Loan Program cap** and incorporating interest relief or subsidies to reflect current fuel prices and fiscal realities.

Tribal communities are doing everything within their means to respond to these compounding crises, but local action alone is not sufficient. Without timely and targeted state investment, inequities will widen, and emergency situations will become more frequent and more costly to resolve. APIA respectfully requests your leadership to ensure Alaska's Tribal communities receive equitable support and the resources necessary to protect health, safety, and basic services.

Sincerely,



Dimitri Philemonof
President/CEO



April 25th, 2026

Alaska House of Representatives
Alaska State Capitol
Juneau, AK 99801

RE: SB214

Dear Members of the House of Representatives,

Thank you for the opportunity to address you today. My name is Krystel Marino, and I am the Executive Director at Fairbanks Youth Advocates. I urge you to reinstate funding for the ***Homeless Assistance Program in the capital budget to its full amount of 10.15 million.***

In one of the coldest cities in the nation, youth homelessness is not just a housing issue—it is a matter of life and death. When youth have nowhere safe to go, they are exposed to dangerous conditions: extreme weather, exploitation, trafficking, substance abuse, and violence. No young person should have to choose between sleeping outside at subzero temperatures or entering unsafe environments just to stay warm.

Fairbanks Youth Advocates' emergency shelter is often the only safe, immediate option for youth in crisis. It provides not just a warm bed, but protection, stability, and connection to caring adults and critical resources. Without adequate funding, the ability to keep these doors open—and to respond when a child needs help the most—is at serious risk.

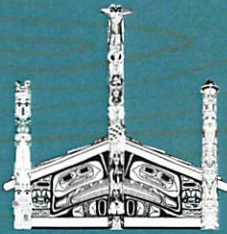
An emergency shelter is more than a temporary solution; it is a lifeline. It creates a pathway to safety, stability, and long-term success for youth who might otherwise fall deeper into crisis. Investing in these services strengthens our entire community and prevents far more costly interventions down the road.

I respectfully urge you to prioritize funding for the Homeless Assistance Program to ensure those at risk in our communities have a safe place to go—especially in conditions where the stakes are life-threatening. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Krystel Marino", is written over a horizontal line.

Krystel Marino
Executive Director | Fairbanks Youth Advocates



Ketchikan
INDIAN COMMUNITY

OFFICE OF THE
PRESIDENT

April 29, 2025
House Finance Committee
Alaska State Legislature
Re: SB 214 — Capital Budget
Juneau, Alaska

RE: Urgent Request to Restore Full Funding for the Homeless Assistance Program (HAP)

Dear Members of the House Finance Committee,

On behalf of the Ketchikan Indian Community (KIC), a federally recognized Tribal Nation serving the Indigenous peoples of Southeast Alaska's southernmost region, I write to strongly urge the restoration of full funding for the Homeless Assistance Program (HAP) in the state capital budget. The governor's proposed 50% reduction—from \$10.15 million to \$5 million—would inflict serious and lasting harm on the very communities that can least afford it.

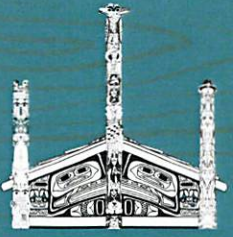
In Southeast Alaska, geography is not merely a backdrop—it is a defining barrier. Our communities are not connected by road. There are no easy exits, no affordable alternatives, and no external safety net beyond what we build together as neighbors and partners. When housing becomes unstable here, the consequences are immediate, visible, and often irreversible. A family facing eviction in Ketchikan cannot simply relocate to a lower-cost area. A Tribal Elder losing housing cannot turn to the options that may exist in urban centers. The isolation that makes Southeast Alaska beautiful also makes its residents profoundly vulnerable to any disruption in the housing assistance infrastructure.

KIC serves as a critical, interwoven hub for our broader community—far beyond tribal citizens alone. We operate more than a dozen facilities across the region, providing primary healthcare for tribal citizens and Alaska Native and non-Native veterans, outpatient behavioral health and substance use treatment services, Elder care and Elder wellness programming, youth education and cultural enrichment, employment support, emergency assistance, and wraparound social services. We are frequently the first call when a community member faces crisis—and, too often, the last resort when all other options have been exhausted.

Housing instability cascades through every system we serve. When a family loses stable housing, we see the downstream effects in our health clinic, our behavioral health programs, and our youth services. We see children missing school, Elders deteriorating without proper shelter, and adults unable to maintain employment or treatment compliance. HAP funding is what allows KIC and our partner organizations to interrupt

Image Courtesy of
Ketchikan Museums:
KM 81-30-14





Ketchikan
INDIAN COMMUNITY

OFFICE OF THE PRESIDENT

these cascades before they become crises. It keeps Elders in their homes. It stabilizes families in transition. It prevents the kind of chronic homelessness that costs the state far more—in emergency services, law enforcement, healthcare, and lost human potential—than prevention ever would.

KIC has taken bold, proactive steps to address the interconnected crises of homelessness, addiction, and behavioral health in our region. Most recently, we acquired Salmon Falls Resort to transform it into the first residential substance abuse detoxification and healing center in Southeast Alaska—a facility that will serve both Native and non-Native community members who currently must travel long distances for care or go entirely without. This project reflects our commitment to long-term, tribally led solutions. But that vision cannot stand alone. It must be supported by the foundational housing stability that HAP funding provides. Healing requires a home. Recovery requires a safe place to return to. KIC is also actively undertaking the development of a Navigation Center and Permanent Supportive for a holistic community centric approach, with development underway.

Southeast Alaska carries some of the highest costs of living in the nation. Indigenous residents are disproportionately represented among those experiencing housing instability and homelessness—a reflection of historical dispossession, the legacy of policies that excluded tribal peoples from land ownership, and ongoing socioeconomic disparities. KIC, as a landless tribe excluded from land allocations under the Alaska Native Claims Settlement Act (ANCSA), understands this reality intimately. We have built our community's resilience through partnerships, federal programs, and the determination of our citizens—but we cannot fill the gap left by a 50% cut to HAP without significant and painful consequences for the people we serve.

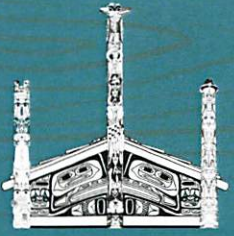
KIC does not stand alone in this concern, and the proposed cuts would reverberate across every community in Southeast Alaska that depends on this funding.

Stable housing is the foundation of health, education, and economic opportunity. When people have a safe place to call home, communities are stronger, public systems face less strain, and people have the foundation they need to pursue recovery, employment, and meaningful participation in civic life. We respectfully and urgently request that the House Finance Committee restore the Homeless Assistance Program to its full funding level of \$10.15 million in the capital budget.

KIC will continue to do this work—because our people demand it and because our values require it. But we cannot do it alone, and we should not have to. We ask for your partnership in ensuring that the most vulnerable members of our communities have a safe and stable place to call home.

Image Courtesy of
Ketchikan Museums:
KM 81-30-14





Ketchikan
INDIAN COMMUNITY

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PRESIDENT

Thank you for your time, your attention, and your commitment to all Alaskans.

Respectfully submitted,

Gloria *Ilsilee Stáng* Burns
President, Ketchikan Indian Community

Image Courtesy of
Ketchikan Museums:
KM 81-30-14





ALASKA PUBLIC INTEREST RESEARCH GROUP

Date: April 29, 2026

Re: Fuel Cost and Drinking Water Emergencies across Alaska

Dear Members of the Alaska State House and Senate Finance, Resources, Energy and Community & Regional Affairs committees and other Alaska legislators,

Since last year, the Alaska Public Interest Research Group (AKPIRG) has been convening conversations with community members, representatives and stakeholders from communities across Alaska who are deeply concerned about the ongoing fuel price and drinking water emergencies in rural Alaska - particularly in remote Alaska Native communities off the road system. This letter represents the collaborative effort of this group as a whole.

Our communities are experiencing an unprecedented spike in fuel prices. Unlike areas along the road system, rural communities rely on delivered fuel and are especially vulnerable to supply disruptions. In Bethel, fuel prices have risen dramatically - from an index price of \$1.92/gallon and \$6.72/gallon at the pump to an index price of \$5.42/gallon today. [Projections suggest](#) we are likely to see prices above \$15/gallon at the pump in Bethel very soon and as high as \$20 - \$25 per gallon in surrounding communities. A global fuel shortage is already [affecting suppliers' ability to access fuel](#), and prices are expected to continue rising.

At the same time, critical assistance programs like the Tribal Low Income Home Energy Assistance Program (LIHEAP), are running out of resources. The Yukon Kuskokwim Delta Region reports that only \$160,000 remains in their allotment of the heating assistance program - far below the typical \$1 million available at this point in the year. There is serious concern that funding will not last until the next funding cycle.

Not all rural residents have equal access to this support. The Tribal heating assistance program in the Aleutian Pribilof Islands Region received only 58% of the funding needed to match the benefits available through the state-run heating assistance program. As a result, Alaska Native households in this service area received 40% less home heating fuel than their non-Native neighbors - despite living in the same communities and meeting the same income eligibility standards. This disparity will leave Tribal families disproportionately vulnerable to the higher costs of heating fuel that is anticipated for the upcoming winter.

The unusually extended cold season has further intensified this crisis. After a particularly cold winter, fuel supplies are critically low. Many communities rely on limited spring barge deliveries to resupply, often with little control over timing and high upfront costs. Most participate in the state's Bulk Fuel Revolving Loan Program, which provides low-interest loans to cover these purchases, but the current \$750,000 cap per community is no longer sufficient given recent fuel price spikes. This shortfall is creating significant fiscal strain and increasing the risk of supply shortages, while driving up costs for residents and local utilities.

Increased fuel prices are exacerbating preexisting challenges to ensure residents have access to reliable utility services. Due to a prolonged winter, communities are facing broken water pipes, failing water systems, extended heating needs and shortening delivery windows. Some communities have run completely out of drinking water and have been forced to fly in emergency supplies – a drastic measure made more costly by soaring jet fuel prices.

One example is the local disaster declared by the Native Village of Nelson Lagoon (Resolution No. 26-02) after freezing temperatures severely damaged the community's water transfer line. The damage left residents without reliable access to safe drinking water or sanitation services, forcing an emergency declaration. In response, the Aleutian Pribilof Region mobilized \$28,500 in emergency funding and chartered two flights to deliver over 1,000 gallons of drinking water along with essential household sanitation supplies. Even with significant contributions from other programs and generous discounts from the air carrier, the charters cost more than \$50,000 and only met approximately 66% of the community's drinking water needs for 30 days.

Conditions in several communities in the Bering Strait Region in Northwest Alaska illustrate the severity of the crisis: (reported by Kawarek, Inc.)

- Brevig Mission: No heating fuel available; residents are resorting to using electricity which will lead to unaffordable power bills. Ongoing water line repairs; boil water notice.
- Teller: Recently ran out of heating fuel; residents using electricity. Limited food availability in the local store, which is where the community mainly relies on.
- Diomed: On a boil water notice while replacing a water system filter.
- Gambell: Has submitted an economic disaster declaration due to anticipated fuel cost increases; also under a boil water notice.
- Koyuk: Frozen water lines on the city's best water loop have left portions of the community without potable water or sanitation requiring hauling water or bottled water requests; boil water notice in effect.
- Shaktoolik: Boil water notice. Issues with raw water intake caused them to run their tank empty; main line frozen. Norton Sound Health Corporation (NSHC) sent 4 pallets of bottled water; Bering Strait School District (BSSD) sent water for the school: 63 cases of 6-gallon jugs and 49 cases of bottled water.
- Unalakleet: Electrical issues have caused a water shortage and reduced water usage notice.

- St. Michael: Critically low water supply. Boil water notice; main water line has been frozen since 4/6/26. NSHC has sent 4 pallets of water in 2 shipments; limited access to water storage tank; temporarily installing community potable water point.
- Wales: Water intake froze in October of 2025; only 4 feet of water remaining in their tank as of 4/20/26. Lower consumption of water recommended to the community until annual thawing of the intake pipe.

These issues persist across Alaska as seen by the immediate fuel supply and water supply issues for communities in the Lake and Peninsula Borough. On Lake Iliamna, Igiugig had fuel flown in April at \$12/gallon. Residents in Igiugig are now paying as much as \$14/gallon for heating oil - a significant price increase across the community. Down the coast, Perryville is arranging for fuel delivery via barge next month, and diesel was quoted at nearly \$3/gallon more than the same time last year. Perryville has also been on a boil water notice since mid-March due to pressure loss in their water system from a particularly deep and long freeze up, and the State flew treated water out to the community as an emergency measure. A boil water notice was also issued in nearby Chignik Bay on April 23 for similar issues with low pressure in their water system.

Additional communities continue to be added to this list as conditions evolve. Regional emergency preparedness teams, including Kawerak, Inc., are working closely with the state to coordinate response efforts, but resources are limited. There is an intensifying concern about what this will mean for the coming winter, as households already struggling may be pushed beyond their limits. Without swift intervention, the consequences will continue to escalate.

Federal agencies are attempting to respond. The Bureau of Indian Affairs (BIA) has reached out to Alaska Native Tribal organizations to collect data on drinking water and heating needs in order to request additional funding. We appreciate the BIA's efforts to gather data and bring attention to this crisis. However, the urgency of the situation demands faster action. Communities cannot wait for long federal timelines while essential services fail.

While several proposed state legislation measures - such as [HB 196](#), strengthening the Renewable Energy Fund and [HB 247](#), the creation of Climate Change Response Fund, may help address these challenges, they are largely long-term solutions. We support these initiatives - however, what is needed now is immediate, targeted relief alongside a clear and coordinated funding strategy to address both urgent and systemic issues.

We urge lawmakers to act immediately by:

- **Raising the Bulk Fuel Revolving Loan Program cap** managed by the Alaska Department of Commerce, Community and Economic Development, expanding the eligibility, and **incorporating energy relief subsidies** within the program to support fuel purchases, including **offering a 0% interest rate.**

- **Prioritizing the renegotiation of State/Tribal LIHEAP allocation agreements**, to allow Tribal organizations administering the program to receive funding that actually reflects current levels of need. Allow Tribes to provide their own data to justify allocation amounts.
- **Investing state funds in heating assistance programs and establish a State-level reallocation process for LIHEAP** that allows unused State funding to be redistributed to underserved or high-needs regions. This approach would keep funds in Alaska and ensure they reach households in need, rather than being returned unused. (See our other recommendations for LIHEAP regulatory changes [here](#).)
- **Reinstating the Alaska Heating Assistance Program (AKHAP)** by passing the proposed \$17.5 million allocation for heating assistance in the state budget.

The overlapping risks of fuel supply instability, climate-driven infrastructure failures, and existing economic vulnerabilities are creating a level of energy insecurity that many communities have never faced before. Communities are doing what they can to prepare, from conserving resources to coordinating emergency response efforts. However, local action alone is not enough. Additional support is urgently needed - from increased funding and emergency response coordination to sustained advocacy and engagement from state and federal leaders.

We respectfully urge you to take immediate action to support these communities.

Sincerely,

June Okada
Energy Lead, AKPIRG

Nathan Hill
Lake and Peninsula Borough Manager

Melanie Bahnke
CEO, Kawarek, Inc.

Tom Atkinson
General Manager/CEO, Kotzebue Electric Association

Amanda Bremner, X'oos Geik
Deputy Director, Native Movement



Alaska Farmers Market Association

www.alaskafarmersmarkets.org

info@alaskafarmersmarkets.org

Testimony for the Record

Submitted to House Finance Committee

For the Hearing SB 214 APPROP: CAPITAL/FUNDS/SUPP/REAPPROP/AMEND

Claire Marshalek

District D-8

Food Access Director

Alaska Farmers Market Association

Dear Committee Chairs and Members of the Committee,

Thank you for accepting public testimony on SB 214 as it has proven to be an invaluable investment to communities across the state.

My name is Claire Marshalek and I have been serving the Alaska Farmers Market Association (AFMA) as the Food Access Director for the past 4 years. I began working with local farmers and food producers after starting the Seward Farmers Market which truly showed the value of Alaska Grown produce. Today, I am writing to bring attention to AFMA's Capital Request "*Alaska Farmers Market Association - Support for Doubling SNAP/WIC/Senior Nutrition Incentive Programs at Farmers Markets*" and urge the committee to include this small request in the capital budget.

AFMA is requesting \$750,000 over five years to continue and expand AFMA Market Match, Alaska's only statewide nutrition incentive doubling program at farmers markets, farm stands, and CSAs.

Renewing and expanding Market Match is an opportunity to invest in Alaska families, farmers, and long-term resilience. It leverages federal benefits, strengthens Alaska's food system, improves public health, and supports local economies.

In my time serving as Food Access Director I have heard from farmers and market managers that Market Match is essential to feeding all community members and directly supporting our small scale farmers. In the first 5 years as a pilot program we've seen SNAP market match impact farmers and feed community members in Haines, Kodiak, Homer, Kasilof, Soldotna, Newhalen, Anchorage, Palmer, Fairbanks, and Ester.

I urge the Committee to fund this request and continue investing in a program that advances food security, economic opportunity, and the health of Alaskans. Thank you for your consideration and for your commitment to a healthier, more resilient Alaska.

A handwritten signature in black ink, appearing to read "Claire Marshalek".

Claire Marshalek

foodaccess@alaskafarmersmarkets.org

CITY OF UNALASKA
43 Raven Way - P.O. Box 610
Unalaska, Alaska 99685
TEL (907) 581-1251 FAX (907) 581-4469



April 29, 2026

RE: Restore Homeless Assistance Program in Capital Budget

Dear Alaska House Finance Committee:

My name is Vincent Tutiakoff Sr., and I'm a resident and Mayor of the City of Unalaska. **I'm writing to strongly urge you to restore funding for the Homeless Assistance Program in the capital budget.**

HAP funds play a critical role in keeping people safely housed. Without this support, many individuals and families face increased risk of eviction, displacement and homelessness. At a time when housing costs remain high and many are still recovering financially, cutting or reducing these funds would have serious consequences for our communities.

Stable housing is the foundation for health, education and economic opportunity. When people have a safe place to live, communities are stronger, and public systems face less strain.

I respectfully ask that you prioritize restoring HAP funding to ensure that people can remain in their homes and our communities can thrive.

Thank you for your time and consideration.

A handwritten signature in blue ink that reads "Vincent M. Tutiakoff Sr." with a stylized flourish at the end.

Vincent M. Tutiakoff Sr.
Mayor, City of Unalaska

West Susitna Road Comment.

At a time when Alaska faces real and immediate needs, aging infrastructure, strained budgets, and communities asking for practical investment, the proposed West Susitna Access Road stands out as a deeply misguided use of public funds. While framed as an opportunity for development, the reality is far different: this project represents a costly subsidy for private, largely foreign mining interests, with long-term consequences for Alaska's environment, economy, and cultural heritage. Let's not ignore the fact that this portion was once part of what is now the AIDEA industrial portion of the project, though the state is trying to sell these as 2 separate projects now. Which is honestly insulting.

The Legislature is currently considering a \$95 million appropriation for the first phase of this road. That decision matters. Once funding begins, it opens the door to hundreds of millions more in state and federal spending. In total, Alaskans could be responsible for over \$600 million to support what is, at its core, an industrial mining access route. For a state with limited financial resources, this is not just questionable, it is irresponsible. The current cost analysis is low and does not even consider the costs of maintenance or safety services along this road.

The most immediate concern is economic. Alaska already struggles to maintain its existing infrastructure. Roads across the state are in need of repair, and many communities lack basic transportation reliability. In that context, prioritizing a new 100-mile industrial road in a remote region makes little sense. Every dollar spent on the West Susitna project is a dollar not spent on schools, transportation safety, or essential public services. With limited matching funds available to unlock federal investment, Alaska cannot afford to divert resources toward a project that delivers minimal benefit to its residents. How can we have such a low education and crime ratings and still consider throwing this kind of money at frivolous projects?

Supporters of the project often frame it as an investment in development, but this framing obscures its true purpose. The West Susitna Access Road is not designed for broad public use or community connection, it is designed to serve mining operations. The majority of the economic benefit will flow to outside companies, while the financial risk remains with the state. This imbalance raises a fundamental question: why should Alaskans subsidize infrastructure that primarily benefits private, foreign-owned enterprises?

Beyond the financial implications, the environmental risks are significant and long-lasting. The proposed road would cross more than 180 waterways, including dozens of salmon-bearing streams. In Alaska, salmon are not just a resource, they are a foundation of life. They support commercial fisheries, subsistence traditions, and local economies across the state. History has shown that road construction through sensitive watersheds leads to habitat degradation, disrupted water flow, and declining fish populations. Once these ecosystems are damaged, they are extraordinarily difficult, if not impossible to restore. The moose population would absolutely be impacted negatively by this as well. Moose congregate on roads in the winter and are frequently killed. Hence our signs we see here locally with the total moose numbers killed by cars in a given time period.

The impact extends beyond fish. Industrial roads bring noise, pollution, and increased human activity into previously remote areas. Wildlife patterns shift. Hunting grounds become less viable. Subsistence practices that have sustained communities for generations are disrupted. These are not abstract concerns, they are real consequences that affect livelihoods, traditions, and the way people live in Alaska.

Equally important are the cultural considerations. The West Susitna region contains significant cultural and historical sites, including areas of deep importance to Indigenous communities. Development at this scale risks disturbing burial grounds and altering landscapes that hold generations of meaning. Once disrupted, these cultural losses cannot be undone.

There is also a critical point that often gets overlooked: the West Susitna region already supports a functioning economy. Tourism, guiding, freight hauling, and construction provide jobs and income for Alaskans today. These industries depend on the region's natural character, its remoteness, its wildlife, and its intact ecosystems. Transforming the area into an industrial corridor threatens to displace these existing economic activities and subsistence practices in favor of a single, extractive use with uncertain long-term benefits.

In many ways, this project reflects a broader tension in Alaska's future: whether to prioritize short-term industrial development or long-term sustainability and community benefit. The West Susitna Access Road leans heavily toward the former, asking Alaskans to assume financial and environmental risk for limited and uneven reward.

Legislators have a clear choice. By removing the \$95 million appropriation from the capital budget, they can prevent further escalation of this project and redirect resources toward priorities that genuinely serve Alaskans. Investments in maintaining existing infrastructure, supporting local economies, and protecting natural resources will yield far greater and more lasting returns.

Decisions like this should not be made in isolation, they should reflect the voices and values of the people who live here. Alaskans understand the importance of balancing development with stewardship. They know that once certain lines are crossed, once rivers are altered, habitats disrupted, and cultural sites disturbed, there is no going back.

The West Susitna Access Road is not a necessary project. It is not broadly beneficial. And it is not aligned with the priorities many Alaskans hold for their communities and their future. At a minimum, it demands far greater scrutiny. At best, it should be rejected outright.

We have too many other needs in other areas to put so much into a project that only benefits those close to AIDEA.

Thank you for considering my comments,

Lee McKnight

Dustin Eroh

[REDACTED]
Anchorage, AK 99502
[REDACTED]

Dear House Finance Committee, Representative Neal Foster

I hope this letter finds you well. My name is Dustin Eroh, and I am a homeowner in the Sand Lake #2 Subdivision in Anchorage. I am writing to request your urgent support for state funding to bring in critical water and sewer infrastructure to our community. The need for such infrastructure is not just a matter of convenience but of basic public health and safety.

Our subdivision is currently facing severe water and waste management issues that pose a significant risk to the health and well-being of residents. Many homes, including mine, rely on private wells, but the water is problematic due to elevated arsenic levels and other contaminants. Arsenic is a known carcinogen, and the consumption of contaminated water puts the residents, most wells in the area greatly exceed the EPA's PPB (parts Per Billion) limit by double and sometimes triple.

Additionally, the existing septic systems in the area are failing. Replacement is exceedingly costly due to proximity of wells, leading to use of the system beyond their intended lifespan. The lack of proper waste management poses another direct threat to public health and the environment. The combined challenges of unsafe drinking water and inadequate sewage systems demand immediate action from both local and state authorities.

As a resident of the Sand Lake #2 Subdivision, I am deeply concerned for the future of our community. Access to clean drinking water and effective waste management systems are fundamental needs that every Anchorage resident should have. Unfortunately, without state intervention, the ongoing health risks will only continue to escalate.

I strongly urge you to consider this request for state funding to support the development of a reliable water and sewer infrastructure in our subdivision. This investment will not only improve the quality of life for our residents but will also ensure the safety of our community for years to come.

Thank you for your time and consideration. I am happy to discuss this further and provide any additional information you may need. I look forward to your support in addressing this urgent issue.

Sincerely,
Dustin Eroh

Society of St. Vincent de Paul
St. Therese Conference
8617 Teal Street
Juneau, AK 99801

*"We provide material and spiritual
charity and work for social
justice for all people"*



Hello,

04/28/2026

My name is Jennifer Skinner, and I'm the Executive Director of St. Vincent de Paul in Juneau. I want to strongly urge you to restore and protect funding for the Homeless Assistance Program in the capital budget process.

Organizations like ours, St. Vincent de Paul, demonstrates every day how targeted housing assistance transforms lives and strengthens communities. We operate transitional housing and permanent supportive housing (among many other services like affordable housing), offering stable homes paired with the support needed for long-term success. In Juneau, these efforts keep hundreds of individuals and families safely housed, reducing the strain on emergency shelters, healthcare, and other public systems.

HAP funds play a similar vital role by preventing increased risk of eviction, displacement, and homelessness. It is important to mention that housing costs are at an alarming all time high. The cost of living in our community is excessive and often leaves those we support in terrible situations, like choosing whether they pay for their phones, rent or food- but not all of them. The consideration of reducing these funds would have serious consequences. Without this support, the progress made by St. Vincent de Paul would be undermined, leaving more people vulnerable. Cutting funding means cutting services, services that are critical to this community.

Stable housing is a crucial foundation for progress in all areas of life. Without housing, families don't stay together, jobs are hard to find and retain, and hope is a fleeting thought overshadowed by daily needs. Hunger takes hold and the choices people are faced with become increasingly more difficult and often lean more towards unacceptable or even criminal.

Picture this- a young couple, newly sober, getting some community support to remain sober but not enough to feed the pregnant momma. The dad-to-be is forced to steal food to provide for his growing family. Many would ask, why not just get a job? Jobs are easier to get when you can wear clean clothes and shower, that comes with housing. Their basic needs superseded next level participation like employment. He had to steal so often that he got trespassed from most grocery stores in town. Where does he go for food and support now? Thankfully, due to funding like HAP, he and his wife ended up on our door step. We were able to house them, feed them, employ them and help them work towards stability. This was six years ago. Now this family has found and maintained affordable housing for 4 years, the parents both work in the community and their two children are thriving. None of this would have been possible without the support of HAP funding.

I humbly petition that you not only prioritize restoring HAP funding but also look for other ways to meet the budgetary needs without impacting social service programs. You see, when funding

Society of St. Vincent de Paul
St. Therese Conference
8617 Teal Street
Juneau, AK 99801

*"We provide material and spiritual
charity and work for social
justice for all people"*



gets tight the first things on the chopping block are social service agencies or the funding that makes their work possible, this only works as a budget adjustment if the state has county systems set up to bear the burden of nonprofits service cuts, which we don't have in our state. Because of the uniqueness of Alaska, it is impossible to think that cutting these lifelines in half would do anything but hurt the already delicate functionality of our social service agencies. We do the work of many with few. We often stretch our dollars beyond the ability to stretch any further. Taking away this essential support would hurt more than our bottom line, it will hurt Alaskans, the very people we are here to uphold.

This investment in our community complements the important work already being done by St. Vincent de Paul and other community partners, ensuring more people can remain in their homes and our communities can continue to thrive.

Thank you for your time and consideration.

Warm regards,

Jennifer Skinner

Executive Director, SVdP

From: Rachel James [REDACTED]
Sent: Thursday, April 30, 2026 4:38 PM
To: House Finance
Subject: Support for Arctic Winter Games funding in capital budget

Dear House Finance Committee:

My name is Rachel James, I was born and raised in Palmer and currently live in Anchorage. I would like to encourage you to include \$1.7 million in the capital budget for the 2028 Fairbanks Arctic Winter Games.

I had the honor to compete as a cross country skier at the 1996 Arctic Winter Games in Chugiak and my son competed as a biathlete (skiing and rifle shooting) at the 2026 Arctic Winter Games in Whitehorse and I was lucky enough to travel to Whitehorse and cheer for him, and attend many other AWG events. From this base of experience, I can attest to the transformational power of AWG in a young person's life.

My in-laws all hail from Fairbanks and I have spent a great deal of time in the city. The opportunity to showcase Fairbanks on the international stage, including the world class cross country ski venue of Birch Hill, would be a boon economically to the community and our state. The strength and spirit of the Alaska Native community in Fairbanks and in Alaska is truly one of our State's most important treasures.

In a time of great uncertainty in our state, and country, as well as internationally, the Games are a place where people come together from all over the world in the spirit of unity, sport, and shared Arctic values. It is an exciting space to compete, but more importantly, it shows our kids a world of cooperation and commonalities amidst the cultural connections.

In conclusion, I encourage you to add \$1.75M for the 2028 Arctic Winter Games to the 2026 capital budget. I suggest keeping the harmful and unsupported West Su Industrial Access Road out of the budget and disperse that nearly \$95 million on meaningful expenditures such as Arctic Winter Games, school funding, and road maintenance.

Thank you for your consideration,

Rachel James
[REDACTED]
[REDACTED]

From: Mary Claire McCarthy [REDACTED]
Sent: Thursday, April 30, 2026 2:36 PM
To: House Finance
Subject: Opposing west su access road

Dear House Finance Committee,

My name is Mary Claire and I live in Palmer. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214. This is just such a terrible idea. I've lived in Palmer for 5 years and plan to stay forever and I hate to this funding go for a project that hasn't even been passed federally. It will negatively impact the salmon runs, which Indigenous communities depend on.

My specific concerns include:

- The Department of Transportation has publicly acknowledged it does not have enough state match funding to draw down all the federal money Alaska is entitled to. Every dollar of state match committed to this project is a dollar that cannot be used to draw down federal funding for projects Alaskans use every day.
- At \$94.97 million, this single phase ranks as the fourth-largest line item in Alaska's entire \$1.17 billion Surface Transportation Program for FY27. It is 2.6 times larger than the Knik-Goose Bay Road Reconstruction project that Mat-Su residents have been requesting for over a decade, 5.2 times larger than the entire statewide Dalton Highway Preservation Program, and 20 times larger than the statewide bridge inspection program.
- The federal Environmental Assessment for this project is not complete. The federal Section 404 wetlands permit from the Army Corps of Engineers has not been issued. The state is being asked to commit nearly \$100 million before federal environmental review is finished and before federal permits are in hand.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Mary Claire
Palmer

Mary Claire McCarthy
Assistant Director of Marketing
[REDACTED]

Mary Claire is my first name

I acknowledge the land, the water, the air and all the animals and plants as my relatives

From: Mark Goetsch [REDACTED]
Sent: Thursday, April 30, 2026 2:28 PM
To: House Finance
Subject: SB214

I oppose the west susitna road.

We don't need to spend taxpayer money for a road for a mining company. I doubt it's going to be open for public use. Otherwise there would be talk about a boat launch at the Su bridge. There is no place to hunt because of all the swamp land where the road is going to be. The SU and the Yentna River are one of the few areas where it's still accessible to the public by boat and planes that are close to towns.

I own property on the Yentna River. Had it for almost 30 years. I'm not special to be able to enjoy the river system like some people say.

Even if the road would be built the isn't enough game to support hunting in the area. Same with fishing.

Thank you
Mark

Sent from my iPhone

From: Lucas Williams [REDACTED]
Sent: Thursday, April 30, 2026 1:01 PM
To: House Finance
Subject: FY2027 Capital Budget – SB 214/Artic Winter Games

Dear Alaska Legislature,

Hello my name is Jack Williams and I was a medalist in the 2024 and 2026 Artic Winter Games. These events presented opportunities to learn about different cultures and interact with a variety of people and make new friends. The games bring a lot of unique cultures that are shared while competing and opportunities to observe other sports and interact with a variety of peoples. When I attended I was able to learn some native languages from the friends I made. Both times I went they were very different experiences that helped me grow in my leadership, courage, and self-control.

I hope you will approve of hosting the 2028 Arctic Winter Games in Fairbanks. I appreciate your consideration.

Sincerely,
Jack Williams

From: Jacob Timmons <jacobt@apiai.org>
Sent: Thursday, April 30, 2026 12:04 PM
To: House Community and Regional Affairs; House Health and Social Services; House Finance; House Resources; Senate Community and Regional Affairs; Senate Health and Social Services; Senate Finance Committee; Senate Resources
Cc: Rep. Bryce Edgmon; Sen. Lyman Hoffman; MaryEllen Fritz
Subject: Aleutian and Pribilof Islands heating assistance and drinking water emergencies - letter of requests
Attachments: APIA Heating Assistance and Drinking Water Emergencies Letter to Alaska Legislature.pdf

Good afternoon Honorable Senators and Representatives,

I am writing to submit a letter from Dimitri Philemonof, President/CEO of the Aleutian Pribilof Islands Association (APIA). APIA is the Alaska Native nonprofit tribal consortium serving the Aleutian and Pribilof Islands region. We are requesting that the Alaska legislature consider the following actions to address heating assistance inequities and drinking water emergencies that are impacting our region disproportionately to urban or rail-belt Alaskan communities by:

- Renegotiating State/Tribal LIHEAP allocation agreements
- Investing additional State resources in heating assistance, particularly to reinstate the Alaska Heating Assistance Program (AKHAP) which previously expanded heating assistance services where LIHEAP funds were insufficient; and
- Enhancing the Bulk Fuel Revolving Loan Program.

Please find this letter attached which further details the circumstances that our region is actively experiencing, and our requests for your consideration.

Thank you,

Jacob T. Timmons

ETR/477 Administrator
Employment, Training & Related Services Division (ETR)
Department of Family & Community Development
Aleutian Pribilof Islands Association, Inc.
1131 E. International Airport Road, Anchorage, AK 99518
Direct: 907-222-9713 | Fax: 907-222-9711
Email: jacobt@apiai.org



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From: Melis Coady <melis@susitnarivercoalition.org>
Sent: Thursday, April 30, 2026 10:54 AM
To: Rep. Andy Josephson; Rep. Neal Foster; Rep. Calvin Schrage; Rep. Alyse Galvin; Rep. Sara Hannan; Rep. Nellie Jimmie; Rep. Will Stapp; Rep. Frank Tomaszewski; Rep. Jamie Allard; Rep. Elexie Moore; Rep. Jeremy Bynum
Cc: House Finance
Subject: Follow-up on SB 214 West Susitna Funding: This Is a State Decision, Not a Federal Investment

Dear Co-Chairs and Members of the Committee:

Thank you for the time given to public testimony on SB 214. While I did not participate in oral testimony, I appreciated the opportunity to listen and better understand the concerns raised by community members. SRC submitted detailed written testimony in advance; however, I was disappointed to see that the attached comments were not included in the meeting materials, and that only a brief transmittal email referencing those comments appeared in the record.

I am writing to follow up on a specific point raised during the hearing. Some members suggested that the \$94,972,680 appropriation for the West Susitna Access Road (Stage 2) reflects a federal investment in Alaska and that the State should accept that opportunity. That framing is not accurate. Three points warrant the Committee's attention.

1. This is a state decision, not a federal investment. Alaska's federal-aid highway apportionment is fixed by formula under 23 U.S.C. §104. Each state receives a set share annually. The federal government does not select projects, prioritize Alaska's transportation needs, or endorse individual investments. Those decisions are made by the State through the STIP process. Alaska has chosen to direct \$94.97 million of its existing apportionment to this project rather than to other transportation needs. Federal approval reflects compliance with requirements, not endorsement of the project's merits.
2. The appropriation requires real Alaska state dollars. Federal-aid highway funding requires a state match. Alaska's sliding-scale rate is approximately 9.03 percent, roughly a 10 to 1 federal to state ratio. At that rate, a project of this size would generally imply on the order of \$8 to \$9 million in state funds.

The funding structure here is unclear. The full \$94.97 million appropriation is not reflected in the currently approved STIP. As modified through Administrative Modification #23 in December 2025, the STIP programs \$71,365,115 for STIP ID 34206 (Stage 2). Even when considering both project IDs, including STIP ID 34461 (Stage 1), the total remains below the proposed appropriation.

The bill therefore exceeds currently programmed federal authority by a substantial margin. If not addressed through a publicly noticed STIP amendment, a portion may require additional state funds or fall outside the typical federal-aid structure, increasing Alaska's effective share. At minimum, the Legislature is being asked to appropriate funds without a clear, publicly documented funding structure.

3. This project is not reflected in Alaska's planning priorities or a transparent public record. A decision of this scale should align with Alaska's published transportation and recreation

priorities. As currently scoped, a 22 mile road ending at a Susitna River bridge and boat launch, the project does not appear in the Alaska Long Range Transportation Plan. The boat launch component also does not appear as a priority in the Alaska Statewide Comprehensive Outdoor Recreation Plan.

It is unclear how a \$94.97 million project, now the fourth largest line item in Alaska’s \$1.17 billion FY27 Surface Transportation Program, emerged through documented planning processes. The Federal Highway Administration’s September 26, 2024 Planning Finding identified inadequate documentation of Alaska’s prioritization process as an unresolved Corrective Action. FHWA’s December 5, 2024 correspondence confirmed that this and other actions remain outstanding.

Public transparency is also limited. DOT&PF previously maintained a correspondence summary for this project, but that record appears to have stopped updating in late 2024, leaving no continuous public archive. At the same time, publicly available information for FHWA Alaska indicates approximately 13 of 20 positions are vacant, roughly 60 percent, which may raise questions about review capacity during active project development.

In summary, a \$94.97 million appropriation for a 22 mile road, drawing from Alaska’s constrained federal apportionment, requiring state match, exceeding currently programmed authority, and not identified as a priority in published plans, is a state choice that warrants direct scrutiny. SRC requests that the Committee weigh these implications carefully.

Respectfully,

Melis Coady
Executive Director
Susitna River Coalition



From: Gregory Walter <gwalter@ifhs.org>
Sent: Thursday, April 30, 2026 10:29 AM
To: House Finance
Subject: Homeless assistance program desperately needed here in Dutch Harbor

Dear Alaska House Finance Committee:

My name is Greg Walter, and I'm a full time nurse practitioner at the IFHS medical clinic in Dutch Harbor/Unalaska. I'm writing to strongly urge you to restore funding for the Homeless Assistance Program in the capital budget.

As one of two permanent medical providers for our fishing community in the Bering Sea, I see constantly the crucial importance of stability in housing for my patients. Many of my patients here have fallen on hard times and been protected from homelessness by HAP funds. Housing is wildly expensive, incomes are not reliable here in Dutch Harbor, and reducing these funds would have serious consequences for our community.

Stable housing is the foundation for health, education and economic opportunity. When people have a safe place to live, our community is stronger, and our public systems face less strain. Restoring this funding is the forward thinking, responsible thing to do in order to keep our state strong.

I respectfully ask that you prioritize restoring HAP funding to ensure that people can remain in their homes and our communities can thrive.

Thank you for your time and consideration.

Gregory Walter, NP
Family Nurse Practitioner
Iliuliuk Family and Health Services, Inc.
34 Lavelle Court, Unalaska, AK 99685
907-581-1202

From: Alaska Biathlon Association club <alaskabiathlonassociation@gmail.com>
Sent: Thursday, April 30, 2026 9:12 AM
To: House Finance
Subject: SB 214--Support Arctic Winter Games 2028 - Fairbanks

Dear House Finance Committee:

Please provide \$1.75M for the Arctic Winter Games 2028 in Fairbanks.

My interaction with Team Alaska and the Arctic Winter Games (AWG) includes Chief of biathlon competition, organizing Team Alaska selection, supporting our daughter's AWG efforts, and serving as a Team Alaska staff volunteer.

In our Alaskan youth, I have witnessed the following:

- Motivated athletes strive to make the team with constant practice and active fundraising through summertime employment.
- A diverse group of athletes from Juneau to Fairbanks, to Sleetmute, to Whitemountain, and Willow come together and jell as a supportive team...and lifelong friends
- Nervous youth traveling without parents grow in confidence and comfort zone.
- Interactions with youth from across the Circumpolar region exchanging contacts, pins, and camaraderie.

These healthy outdoor competitions, youth interactions, and cultural exchanges are invaluable to Alaska.

With the addition of State of Alaska funding, this will open up matching grants--value-added cost-sharing.

If you have additional questions, please contact me at 907-341-9276 or alaskabiathlonassociation@gmail.com.

Sincerely,

Stephen Wilson
Eagle River, AK

President, Alaska Biathlon Association, Inc.

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ooooo

ALASKA BIATHLON ASSOCIATION, INC

P.O. BOX 771454
Eagle River, Alaska 99577 USA
alaskabiathlonassociation.org
[Alaska Biathlon Google Web Calendar](#)

"Promoting competitive and recreational biathlon across the Great Land"



Alaska Biathlon Association is a 501(c)(3) not-for-profit organization. We promote the biathlon sport across Alaska. All donations and fundraising support these efforts.

- [**US Biathlon Association**](#)
- [**Watch IBU World Cup on Eurovision Sport**](#)
- [**IBU Insider - Biathlon World Newsletter**](#)

From: Ryan Sheldon [REDACTED]
Sent: Thursday, April 30, 2026 8:43 AM
To: House Finance
Subject: Public Testimony SB214 item: West Susitna Access Road

Dear members of House Finance,

I am writing to you today in indication of my support for SB214, particularly page 22 reflecting an allocation for the West Susitna Access Road. It is no secret our state has vast, inaccessible lands that hold wealths of natural resources. For Alaska to be able to excel in the coming decades, we must continue our push for responsible development of our resources which includes this much needed road: The West Susitna Access Road.

I strongly support keeping the \$94,972,680 allocation for this project in SB214.

Thank you for your time and consideration,
Ryan Sheldon
Talkeetna, AK

From: Doran Bishop [REDACTED]
Sent: Thursday, April 30, 2026 8:35 AM
To: Rep. Neal Foster; Rep. Andy Josephson; Rep. Calvin Schrage; Rep. Alyse Galvin; Rep. Sara Hannan; Rep. Nellie Jimmie; House Finance; Rep. Frank Tomaszewski; Rep. Jamie Allard
Subject: Please Support Sound Money By Voting Yes On HB 1

Dear House Finance Committee Member,

Gold and silver are the only forms of money mentioned in the U.S. Constitution. 44 states have already eliminated this tax on precious metals. Please pass HB 1 to ensure constitutional money is not taxed and to reaffirm gold and silver as legal tender.

This tax harms in-state businesses and small-time investors. Alaska does not charge tax on the purchase of other assets held for resale such as stocks, real estate and other financial instruments.

I urge you to vote YES on this measure.

Sincerely,
Concerned Alaska Resident

Sent from my iPhone

From: Ken & Donna Bowman [REDACTED]
Sent: Thursday, April 30, 2026 8:41 AM
To: Rep. Neal Foster; Rep. Andy Josephson; Rep. Calvin Schrage; Rep. Alyse Galvin; Rep. Sara Hannan; Rep. Nellie Jimmie; House Finance; Rep. Frank Tomaszewski; Rep. Jamie Allard
Subject: Please Support Sound Money By Voting Yes On HB 1

Dear House Finance Committee Member,

Gold and silver are the only forms of money mentioned in the U.S. Constitution. 44 states have already eliminated this tax on precious metals. Please pass HB 1 to ensure constitutional money is not taxed and to reaffirm gold and silver as legal tender.

This tax harms in-state businesses and small-time investors. Alaska does not charge tax on the purchase of other assets held for resale such as stocks, real estate and other financial instruments.

I urge you to vote YES on this measure.

Sincerely,
Concerned Alaska Resident

Sent from my iPhone

From: [REDACTED] on behalf of Ryan Sackett
Sent: Thursday, April 30, 2026 6:27 AM
To: House Finance
Subject: Please do not fund the proposed West Susitna Industrial Access Road

Dear Alaska House Finance Committee,

I value the West Susitna region's public lands and pristine waters that support abundant fish and wildlife resources, fishing, hunting and recreational opportunities, and a robust existing tourism-based economy. The proposed West Susitna Industrial Access Road threatens those values and is yet another ill-conceived project and a waste of state funds.

Please remove all funding associated with this project in SB 214, capital budget

Sincerely,
Mr. Ryan Sackett
Anchorage, AK 99507-6910
[REDACTED]

From: David Cuddy [REDACTED]
Sent: Thursday, April 30, 2026 3:06 AM
To: House Finance
Subject: Re: Homelessness funding

House Finance Committee

Re: Hearing on Anchorage Homelessness funding

4.30.26

Dear Sirs:

I had some additional thoughts about the matter. The root causes six years ago were mostly poor decision making by individuals. Substance abuse. Having children before they had savings or a career. Laziness. People who just wanted to camp outdoors. Criminals. Troubled teens sent from Rural Alaska by village elders. Most money was being spent on housing...motels and such. Little was spent on addressing root causes with long term solutions.

Today I suspect that much of the problem is no longer poor decision making by the homeless, but might be caused by macro economic and political decisions. Open borders has increased the number of homelessness...either illegal immigrants who have no place to stay or income and rely upon public funding/housing, or Native Americans who find that their jobs are being replaced by immigrants who will work for less money. How many jobs are being (or will be replaced) by AI? How has inflation affected the cost of housing and the cost of living? We might find that homelessness today is caused less by poor individual decision making, and more by macro economic/political events. We need to know.

Third, the outside auditor who has successfully uncovered theft, waste, corruption, inefficiency would absolutely be the best money we can spend. People who fund these programs (my family) want to know that the money is being well spent, and that homelessness 20 years from now will be less...not more.

Sincerely,

David Cuddy

From: [REDACTED]
Sent: Wednesday, April 29, 2026 9:32 PM
To: House Finance
Subject: Public Testimony on SB 214 — Remove West Susitna Access Road Funding

Dear House Finance Committee,

My name is Robin Ford and I live in Fairbanks. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

I love the Susitna Valley.

My specific concerns include:

- The Department of Transportation has publicly acknowledged it does not have enough state match funding to draw down all the federal money Alaska is entitled to. Every dollar of state match committed to this project is a dollar that cannot be used to draw down federal funding for projects Alaskans use every day.
- The State Transportation Improvement Plan currently programs \$89.59 million in total for the entire West Susitna Access Road project across both project numbers combined. The Stage 2 appropriation alone in SB 214, at \$94.97 million, exceeds that total. The Legislature is being asked to commit more public money to one phase than the federally-approved plan currently programs for the whole road.
- The federal Environmental Assessment for this project is not complete. The federal Section 404 wetlands permit from the Army Corps of Engineers has not been issued. The state is being asked to commit nearly \$100 million before federal environmental review is finished and before federal permits are in hand.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Robin Ford
Fairbanks

From: garland brian [REDACTED]
Sent: Wednesday, April 29, 2026 7:15 PM
To: House Finance
Subject: Public Testimony on SB 214 — Remove West Susitna Access Road Funding

Dear House Finance Committee,

My name is Lee Brian and I live in Palmer. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

I own a small property in this area, it is pristine at this time. Projects just as this are likely to change that for the worse. It is too costly in money and negative impact to the ecosystem, rivers, creeks, fish, etc.

My specific concerns include:

- At \$94.97 million, this single phase ranks as the fourth-largest line item in Alaska's entire \$1.17 billion Surface Transportation Program for FY27. It is 2.6 times larger than the Knik-Goose Bay Road Reconstruction project that Mat-Su residents have been requesting for over a decade, 5.2 times larger than the entire statewide Dalton Highway Preservation Program, and 20 times larger than the statewide bridge inspection program.
- Major transportation projects programmed for FY27 in the federally-approved State Transportation Improvement Plan are not itemized in SB 214, including \$115 million for Ferry Service for Rural Communities Operating Assistance, \$69.4 million for Wasilla to Fishhook Main Street Reconstruction, and \$62.5 million for the Sterling Highway 82.5-94 Safety Corridor. Why is West Susitna being prioritized while other Alaska priorities are not itemized?
- The cost of this project has been adjusted multiple times since the public last had a formal opportunity to comment in early 2025. The Department of Transportation said it would open a new State Transportation Plan amendment for public comment on February 14, 2026 and that date passed more than two months ago without any public release. The public has not had a meaningful chance to comment on the current cost or scope.
- The State Transportation Improvement Plan currently programs \$89.59 million in total for the entire West Susitna Access Road project across both project numbers combined. The Stage 2 appropriation alone in SB 214, at \$94.97 million, exceeds that total. The Legislature is being asked to commit more public money to one phase than the federally-approved plan currently programs for the whole road.
- The federal Environmental Assessment for this project is not complete. The federal Section 404 wetlands permit from the Army Corps of Engineers has not been issued. The state is being asked to commit nearly \$100 million before federal environmental review is finished and before federal permits are in hand.
- This road would change the character of an area Alaskans have used for generations for hunting, fishing, subsistence, and traditional recreation. A funding decision of this scale should not be made before the public has had a meaningful opportunity to weigh in on what this project will actually do and what it will affect.
- The project has been described in many different ways since it first appeared in 2023, including as an industrial corridor, a public recreation road, a single project, and now as a parent-child split between two project numbers. The cost has been programmed at \$82.5 million for 15 miles, then \$76 million for 22 miles in two project numbers, then walked back up through multiple amendments and modifications.

Following this project as a member of the public has been extraordinarily difficult.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Lee Brian
Palmer

From: Rick Williams [REDACTED]
Sent: Wednesday, April 29, 2026 7:04 PM
To: House Finance
Subject: SB214

I support this project. This is an opportune time . It's time to grow this state. Let this road move forward.
Critical minerals are there. Nova Minerals is waiting. Move now
We need to grow.

Thank you.

Rick Williams. Knik Rd.

Sent from my iPhone

From: Matthew L [REDACTED]
Sent: Wednesday, April 29, 2026 6:42 PM
To: House Finance
Subject: SB 214

I testified against the \$95 million appropriation for the West Su Road before hearing anyone that testified in support of allocating the money and construction. I wish I could have testified after because the amount of gaslighting that happened by the few people I heard is infuriating. One gentleman said he didn't even live in Alaska anymore then went on a rant about how outsiders are saying it shouldn't be built. This after a native woman from Alexander Creek had just testified along with EVERYONE else who was FROM the area that testified against it. Everyone, ironically, except him!! That is gaslighting and should have been called out at the testimony.

From: Larry Fanning [REDACTED]
Sent: Wednesday, April 29, 2026 5:45 PM
To: House Finance
Cc: Rep. Sara Hannan
Subject: Cascade Point Ferry Terminal

Hello Finance Committee,

I am writing to request that you refrain from funding the Cascade Point Ferry Terminal General Fund match, which I believe is valued at \$10 million.

The Department of Transportation's public testimony overwhelmingly opposed the Cascade Point Ferry Terminal. Furthermore, the Department of Transportation Alaska Marine Board has not recommended the terminal.

I believe that the proposal does not adequately account for all associated costs.

Specifically, I am concerned about the maintenance costs of the 40-mile road, particularly during winter months. Additional manpower and equipment will be required, which I do not recall being disclosed in the Department of Transportation's testimony regarding this ill-conceived ferry terminal.

Additionally, I am uncertain about the transportation options for walking passengers to the terminal. If transportation is provided by cab or Uber, what will be the associated fees, and how will the availability of ground transportation be managed?

Furthermore, the Auke Bay Terminal will still be utilized for the mainliners in the fleet, which constitutes redundant costs.

Therefore, I respectfully request that you decline to fund the millions of dollars allocated to the Cascade Point Ferry Terminal.

Thank you for your consideration.

Sincerely,
Larry Fanning

[REDACTED]
Juneau, AK 99801

From: Pradyumna Prabhudev <pprabhudev@kictribe.org>
Sent: Wednesday, April 29, 2026 5:08 PM
To: House Finance
Cc: Emily Edenshaw; Gloria Burns; Aaron Burns; Carlos Weimer; Melissa O'Bryan; Myrna Chaney; Judy Leask Guthrie; Ryleigh Dever
Subject: Re: Ketchikan Indian Community Comments on Homeless Assistance Program (HAP) Funds
Attachments: 2026.04.29 Correspondence HAP Funding.pdf

Good afternoon,

Please see attached, Ketchikan Indian Community's formal comments on the Homeless Assistance Program, as proposed in SB214 and currently being heard before the House Finance Committee.

Thank you for your time and consideration.

Gunalchéesh, Háw'aa, N'doyackshn!

Warm Regards,

Pradyumna P, LLB, JD
Legal Specialist for Programs
Office: (907) 228-9281
E-mail: pprabhudev@kictribe.org
4205 Cambria Dr, Ketchikan, AK 99901



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From: [REDACTED] on behalf of Pat Salvucci
Sent: Wednesday, April 29, 2026 5:24 PM
To: House Finance
Subject: Please do not fund the proposed West Susitna Industrial Access Road

Dear Alaska House Finance Committee,

My family has had a cabin at Shell Lake since 1995. We have enjoyed our time at the cabin and the wilderness that surrounds it but this road, which will be about a mile away, will destroy all that.

I moved to Anchorage in the early 80s so I got to watch the plumes of smoke across the inlet as people were clearing the lands in a failed attempt to farm the area. I got to hear all about the millions spent to look at moving the Capitol to Willow, building a bridge across the inlet and dam on the Susitna River. All the money was wasted.

After the oil price collapse there was a pause in big projects in the Mat-Su but then it started again. Millions spent on the port no ship has every docked at, another attempt at building a Susitna dam, another attempt at building a bridge and \$80 million spend on a ferry that was never used. My favorite is the railroad to nowhere that reportedly cost over \$200 million so far and it is not ever close to completion and all worked stopped years ago.

Now comes along a road to nowhere because some mining company says they can make some money mining gold if the State would build them a road. As of now I have not seen a realistic budget for this project. This \$100 million first phase will not go far and then what? What is the budget for year round maintenance? Why hasn't that been discussed?

Please don't get me started about a potential coal mine and power plant. There is already a coal mine on the road and rail system. The \$200 million coal fired power plant was mothballed for years.

Alaska just does not have the money to throw away on this project. With all the infrastructure needs the State has this is not a project worth pursuing.

Sincerely,
Mr. Pat Salvucci
Anchorage, AK 99516-4222
[REDACTED]

From: Flack, Vince V (DOT) <vince.flack@alaska.gov>
Sent: Wednesday, April 29, 2026 5:11 PM
To: House Finance
Subject: Restore Homeless Assistance Program in capital budget

Good afternoon,

My name is Vince Flack and I've lived in Anchorage my whole life.

I am writing this email to urge you to restore funding to the Homeless Assistance Program (HAP) in the capital budget.

With housing availability and affordability declining, more people in our community require help to stay securely housed.

Please prioritize HAP funding in order to secure housing for our community members.

Thank you for your time,

Vince Flack, E.I.T.

Engineering Assistant II

Alaska Department of Transportation and Public Facilities

Central Region Highway Design

P.O. Box 196900, Anchorage, AK 99519-6900

Phone: (907) 269-0541

From: Ellen V [REDACTED]
Sent: Wednesday, April 29, 2026 5:08 PM
To: House Finance
Subject: Testimony on SB 214, the capital budget.

4-29-26

To whom it may concern.

I am a long-time Alaskan citizen submitting comments regarding the first and all phases of the West Susitna Industrial Access Road project.

Budgeting is my main concern along with salmon stream health for all generations.

Alaska has so many real needs... this West Susitna Access Road is not a true need. It does not warrant \$95 million.

Rather, it is a waste of public dollars when we have glaring needs for funds in education, roads, bridges, and housing.

It is essential that as our representatives, you prioritize what actually benefits Alaskans and Alaska communities.

It is heart-breaking to see you consider funding a project that only benefits outside interests. Speak truth. This project does not serve industrial interests. It only makes a handful of mining company people rich with the subsidies and DOT monies.

We expect you to do to do TRUE Cost-Benefit Accounting--

- What jobs will be lost?

What will be gained for Alaskans, their salmon, their livelihoods, tourism, world class fishing and hunting, etc.?

Who cleans up the toxic mess when extraction is done?

Meanwhile, WHY sacrifice thriving ecosystems and existing economy --

- by cutting roads thru rivers inhabited by salmon, wetlands, and big game—why decimate these? This area, and its fish & wildlife could go on giving their gifts forever, instead of allowing industrial extraction, pillage, and hazardous waste, noise, contaminated waters, and other destruction.

- By allowing destruction of cultural sites and inevitable lawsuits.

We will be watching. Whom will you serve and why? We urge that you do the right thing and stop this waste and destructive course of action.

Thank you,

Ellen Van

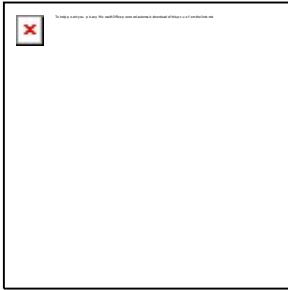
Palmer, AK. 99645

From: Jerry Workman <jerry.workman@oleanderinc.com>
Sent: Wednesday, April 29, 2026 5:05 PM
To: House Finance
Subject: In Support of the West SU Access Road.




Alaska Legislature,
I am writing in support of building the West SU Access Road.
Alaska needs access to State Lands to create Jobs and Economic Growth.
This includes responsible resource and industry development.
Keep Alaskan lands open for Alaskans!!!

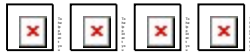
Jerry Workman

--



Jerry Workman
Founder & CFO, Oleander inc.

-  [907.308.1172](tel:907.308.1172)
-  jerry.workman@oleanderinc.com
-  [Anchorage, Alaska](#)



From: Andy Workman <andy.workman@oleanderinc.com>
Sent: Wednesday, April 29, 2026 4:53 PM
To: House Finance
Subject: Support for SU Access Road Development

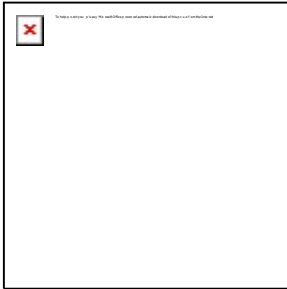
Hello,

I am writing to express my support for the development of the SU Access Road. I believe the benefits of this project significantly outweigh any potential drawbacks.



Access to Alaska's lands should be available to all Alaskans, not limited to a select few. Expanding responsible access supports recreation, economic opportunity, and a broader connection to our state's natural resources.

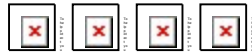
Thank you for your time and consideration.

Sincerely,



Andy Workman
Chief Executive Officer, Oleander inc.

 andy.workman@oleanderinc.com
 Anchorage, Alaska



From: Curt . <curt@akphh.com>
Sent: Wednesday, April 29, 2026 4:54 PM
To: House Finance
Subject: Fwd: Support

We are in support of HB to Build West Susitna access road please keep the funding in the budget.

[Find us on Facebook](#)

Regards,

Curt Nielsen
AK Premier Transport LLC.
Ph 907-229-8498
Fax 907-375-2967

From: Tammi . <tammi@akphh.com>
Sent: Wednesday, April 29, 2026 4:51 PM
To: House Finance
Subject: Support

We are in support of HB to Build West Susitna access road please keep the funding in the budget. Thank you

Regards,

Tammi Alexander

AK Premier Transport LLC

P: [907-229-7462](tel:907-229-7462) | F: [907-375-2967](tel:907-375-2967)

[Find us on Facebook](#)

<http://akphh.com/>

From: Michelle Snowden <michelle@sheltersitka.org>
Sent: Wednesday, April 29, 2026 4:50 PM
To: House Finance
Subject: Alaska's Homeless Assistance Program

I am Michelle Snowden, Executive Director of Sitka Homeless Coalition, calling in from Sitka.

Today, we are deeply relieved and grateful that funding for Alaska's Homeless Assistance Program was restored in the amended budget. Sincerely, thank you, to the legislators and advocates who recognize how critical these resources are across the state.

In Sitka, this funding is not optional. It is essential. Homeless Assistance Program supports and sustains direct support for those in our community experiencing homelessness or at imminent risk of homelessness. HAP funding directly supports weekly meals, shower and laundry access, outreach and case management, and our emergency winter shelter.

In a state with high housing costs and limited options, losing these funds would halt operations, and would have immediate, dire consequences on those in our state who are most vulnerable. The restoration means Sitka, and the rest of our state, can continue responding.

We know that when people have access to basic support and a path toward stable housing, the entire community (and state) benefits. We are stronger when we care for one another, and today's decision helps make that possible.

Thank you for your time.

Michelle Snowden
Executive Director
Sitka Homeless Coalition
907-623-8128

From: Shaanan L. Day-Anvil [REDACTED]
Sent: Wednesday, April 29, 2026 4:47 PM
To: House Finance
Cc: Shaanan Day
Subject: SB214-Public testimonial

To whom: it may concern,

As a community member of Bethel, we are the hub for the surrounding 56 tribes and provide services to the whole Yukon-Kuskokwim region. With the historical trauma and lack of wellness to rebuild stable communities. Many homes are multigenerational, and over capacity. This money helps people to connect to resources to live a better life than what was dealt to them. This is a resource that saves lives and impacts people from more trauma. Please continue to help us heal and providing the funding.

Sincerely,
Shaanan Day

From: [REDACTED] on behalf of Caroline Arnold
Sent: Wednesday, April 29, 2026 4:38 PM
To: House Finance
Subject: Please do not fund the proposed West Susitna Industrial Access Road

Dear Alaska House Finance Committee,

I value the West Susitna region's public lands and pristine waters that support abundant fish and wildlife resources, fishing, hunting and recreational opportunities, and a robust existing tourism-based economy. The proposed West Susitna Industrial Access Road threatens those values and is yet another ill-conceived project and a waste of state funds.

Please remove all funding associated with this project in SB 214, capital budget

Sincerely,
Ms. Caroline Arnold
Willow, AK 99688
[REDACTED]

From: Matthew L [REDACTED]
Sent: Wednesday, April 29, 2026 4:37 PM
To: House Finance
Subject: SB 214

Hi,
I'm writing to express concern about appropriating \$95 million for the West Susitna Industrial Access Road. I and my family have a place near where the proposed road could be built that we have been going to for over 30 years. I'm really worried about the impact such a road could have. It's well documented that roads are not good for the wilderness, especially if it becomes a recreational access corridor. Please steer the money to something else, like maintaining the roads we already have or even doing remediation on areas impacted by our current roads!
Thank you,
Matthew Lohrstorfer

From: Brett Motyka [REDACTED]
Sent: Wednesday, April 29, 2026 4:23 PM
To: House Finance
Subject: Support of West Susitna Access Road

Dear Members of the Alaska House Finance Committee,

I am writing to express my support for the West Susitna Access Road.

This road represents an investment in Alaska's future. It will open access to state lands that are currently difficult to reach, enabling development and creating job opportunities for Alaskans. Increased access will support resource development across multiple sectors, strengthening the state's economy and contributing to long-term economic stability.

In addition to the economic benefits, the road will expand recreational opportunities for Alaskan residents. Improved access to this region will allow more Alaskans to explore, hunt, fish, and enjoy the natural resources that make our state unique.

Projects like this are essential for connecting communities and unlocking the economic potential of lands that otherwise remain isolated from the general public. I encourage you to support funding and advancement of the West Susitna Access Road.

Thank you for your time and consideration.

Sincerely,

Brett Motyka

From: Wanda [REDACTED]
Sent: Wednesday, April 29, 2026 3:57 PM
To: House Finance
Subject: West su access

Please consider this road. Alaska citizens deserve more access to our beautiful state. Not just wealthy people.

Thank you
Wanda Lewis
Willow, AK
Sent from my iPhone

From: Julie Fix [REDACTED]
Sent: Wednesday, April 29, 2026 3:56 PM
To: House Finance
Cc: Rep. Neal Foster
Subject: Previous Public testimony and Continued support for HB 193

Good morning,

I noticed that public testimony from prior to March 24 has not been included in the online record. Myself and several others sent emails of support to the House Finance Committee specifically on March 17-18, 2026 as well as before and after that. I am requesting that emailed testimony prior to March 24, 2026 be included in the record for this bill.

I also want to express my continued support for this bill and urge the members of the House Finance Committee to dedicate time to move this bill forward. As you can imagine, the passage of this bill will create a significant positive impact to Alaska's young families and workforce. It would show younger folks that our state cares about young families and workers.

Kind regards,

Julie Fix
Juneau, AK

From: Nikki Flack [REDACTED]
Sent: Wednesday, April 29, 2026 3:43 PM
To: House Finance
Subject: Restore Homeless Assistance Program in the Capital Budget

Hello,

Thank you for the opportunity to testify on the capital budget. My name is Nikki Flack and I'm a life-long Alaskan resident located in Anchorage. I'm writing to urgently request that funding for the Homeless Assistance Program (HAP) be fully restored in the capital budget. A 50% reduction would immediately undermine one of the state's most effective tools for preventing homelessness.

HAP funding directly supports eviction prevention, rapid rehousing, and stabilization services. When these resources are cut, more people lose housing, emergency systems absorb higher costs, and communities face avoidable strain. With housing costs still elevated and many households operating on thin margins, reducing this program now would increase both short-term crises and long-term public expenses.

Stable housing is not just a social good, it is a cost-saving measure. Keeping people housed reduces pressure on emergency shelters, healthcare systems, law enforcement, and other publicly funded services. Every dollar removed from HAP shifts significantly higher costs onto other parts of the state budget.

For these reasons, I strongly urge you to make restoring HAP funding a priority. Maintaining these resources is a practical, fiscally responsible step to keep Alaskans housed and reduce downstream burdens on state and local systems.

Thank you for your time and consideration.

Sincerely,
Nikki Flack
Phone: [REDACTED]

From: Maddie Halloran [REDACTED]
Sent: Wednesday, April 29, 2026 3:39 PM
To: House Finance
Cc: Rep. Genevieve Mina
Subject: Public Testimony on SB 214 — Remove West Susitna Access Road Funding

Dear House Finance Committee,

My name is Maddie Halloran and I live in Anchorage, where I was born and raised. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214, because of a few specific concerns:

1. One of the things I love most about living in Anchorage is the close access to so many wild and awesome landscapes, including those in the Susitna watershed! This road would change the character of an area Alaskans have used for generations for hunting, fishing, subsistence, and traditional recreation. A funding decision of this scale should not be made before the public has had a meaningful opportunity to weigh in on what this project will actually do and what it will affect.
2. The Department of Transportation has publicly acknowledged it does not have enough state match funding to draw down all the federal money Alaska is entitled to. Every dollar of state match committed to this project is a dollar that cannot be used to draw down federal funding for projects Alaskans use every day.
3. The State Transportation Improvement Plan currently programs \$89.59 million in total for the entire West Susitna Access Road project across both project numbers combined. The Stage 2 appropriation alone in SB 214, at \$94.97 million, exceeds that total. The Legislature is being asked to commit more public money to one phase than the federally-approved plan currently programs for the whole road.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Maddie Halloran
Anchorage

From: sart@kwrcc.org
Sent: Wednesday, April 29, 2026 2:20 PM
To: House Finance
Cc: sart@kwrcc.org
Subject: HAP Funding

Dear House Finance Committee

I am asking members to add \$5 million to the Housing Assistance Program in the Dept of Revenue's budget.

This doesn't add new funds to the program, only holds them at the current FY 26 level.

This is really imperative that our victims have access to affordable housing for them and their children. Without this we will have more people back out on the streets. Children will not have a safe place to reside in. This will increase ACES in children and increase substance abuse and mental health issues in some of our adults. They need to have safe housing to improve their chances to move forward in living free from violence.

The governor's budget proposed a 50% cut to \$5 million, down from \$10.15 million in the current year-please restore these funds.

These funds are critical to keeping people housed, preventing displacement and supporting vulnerable households across our communities.

Without this support, many individuals and families face increased risk of eviction, displacement, and homelessness. At a time when housing costs remain high and many are still recovering financially, cutting, or reducing these funds would have serious consequences for our communities.

When people have a safe place to live, communities are stronger, and public systems face less strain.

Thank you so much for your time.

Penny Lampl

SART & Shelter Coordinator
Kodiak Women's Resource and Crisis Center
422 Hillside Drive

Kodiak, Alaska 99615

(907)486-6171

(907)486-4264 fax

SART@kwrcc.org

www.kwrcc.org



From: June Okada <june@akpirg.org>
Sent: Wednesday, April 29, 2026 1:15 PM
To: House Community and Regional Affairs; Senate Community and Regional Affairs; House Finance; Senate Finance Committee; House Resources; Senate Resources; House Energy; Rep. Rebecca Himschoot; Rep. Donna Mears; Rep. Carolyn Hall; Rep. Ky Holland; Rep. Mike Prax; Rep. Steve St. Clair; Rep. Garret Nelson; Sen. Kelly Merrick; Sen. Forrest Dunbar; Sen. Elvi Gray-Jackson; Sen. Donny Olson; Sen. Robert Yundt; Rep. Neal Foster; Rep. Andy Josephson; Rep. Calvin Schrage; Rep. Alyse Galvin; Rep. Sara Hannan; Rep. Nellie Jimmie; Rep. Will Stapp; Rep. Frank Tomaszewski; Rep. Jamie Allard; Rep. Jeremy Bynum; Rep. Elexie Moore; Sen. Lyman Hoffman; Sen. Bert Stedman; Sen. Jesse Kiehl; Sen. James Kaufman; Sen. Mike Cronk; Rep. Robyn Frier; Rep. Maxine Dibert; Rep. Dan Saddler; Rep. Julie Coulombe; Rep. Bill Elam; Sen. Cathy Giessel; Sen. Bill Wielechowski; Sen. Matt Claman; Sen. Scott Kawasaki; Sen. Robert Myers; Sen. George Rauscher; Rep. Zack Fields; Rep. Bryce Edgmon; Rep. Chuck Kopp; Rep. DeLena Johnson; Rep. Justin Ruffridge; Rep. Mia Costello; Rep. Louise Stutes; Sen. Gary Stevens
Cc: Indra Arriaga; Tom Atkinson; Amanda Toerdal; Amanda Bremner; utilities@lakeandpen.com; manager@lakeandpen.com; Erin Willahan
Subject: Re: Fuel Cost and Supply / Drinking Water Emergencies in Rural Alaska
Attachments: AKPIRG Fuel Cost & Supply Drinking Water Emergencies Letter.pdf

Apologies, here is the correct PDF attached.

On Wed, Apr 29, 2026 at 1:13 PM June Okada <june@akpirg.org> wrote:

Dear Members of the Alaska State House and Senate Finance, Resources, Energy and Community & Regional Affairs committees and other Alaska legislators,

Please find the below letter also attached as a PDF file.

Since last year, the Alaska Public Interest Research Group (AKPIRG) has been convening conversations with community members, representatives and stakeholders from communities across Alaska who are deeply concerned about the ongoing fuel price and drinking water emergencies in rural Alaska - particularly in remote Alaska Native communities off the road system. This letter represents the collaborative effort of this group as a whole.

Our communities are experiencing an unprecedented spike in fuel prices. Unlike areas along the road system, rural communities rely on delivered fuel and are especially vulnerable to supply disruptions. In Bethel, fuel prices have risen dramatically - from an index price of \$1.92/gallon and \$6.72/gallon at the pump to an index price of \$5.42/gallon today. [Projections suggest](#) we are likely to see prices above \$15/gallon at the pump in Bethel very soon and as high as \$20 - \$25 per gallon in surrounding communities. A global fuel shortage is already [affecting suppliers' ability to access fuel](#), and prices are expected to continue rising.

At the same time, critical assistance programs like the Tribal Low Income Home Energy Assistance Program (LIHEAP), are running out of resources. The Yukon Kuskokwim Delta Region reports that only \$160,000 remains in their allotment of the heating assistance program - far below the typical \$1 million available at this point in the year. There is serious concern that funding will not last until the next funding cycle.

Not all rural residents have equal access to this support. The Tribal heating assistance program in the Aleutian Pribilof Islands Region received only 58% of the funding needed to match the benefits available through the state-run heating assistance program. As a result, Alaska Native households in this service area received 40% less home heating fuel than their non-Native neighbors – despite living in the same communities and meeting the same income eligibility standards. This disparity will leave Tribal families disproportionately vulnerable to the higher costs of heating fuel that is anticipated for the upcoming winter.

The unusually extended cold season has further intensified this crisis. After a particularly cold winter, fuel supplies are critically low. Many communities rely on limited spring barge deliveries to resupply, often with little control over timing and high upfront costs. Most participate in the state's Bulk Fuel Revolving Loan Program, which provides low-interest loans to cover these purchases, but the current \$750,000 cap per community is no longer sufficient given recent fuel price spikes. This shortfall is creating significant fiscal strain and increasing the risk of supply shortages, while driving up costs for residents and local utilities.

Increased fuel prices are exacerbating preexisting challenges to ensure residents have access to reliable utility services. Due to a prolonged winter, communities are facing broken water pipes, failing water systems, extended heating needs and shortening delivery windows. Some communities have run completely out of drinking water and have been forced to fly in emergency supplies – a drastic measure made more costly by soaring jet fuel prices.

One example is the local disaster declared by the Native Village of Nelson Lagoon (Resolution No. 26-02) after freezing temperatures severely damaged the community's water transfer line. The damage left residents without reliable access to safe drinking water or sanitation services, forcing an emergency declaration. In response, the Aleutian Pribilof Region mobilized \$28,500 in emergency funding and chartered two flights to deliver over 1,000 gallons of drinking water along with essential household sanitation supplies. Even with significant contributions from other programs and generous discounts from the air carrier, the charters cost more than \$50,000 and only met approximately 66% of the community's drinking water needs for 30 days.

Conditions in several communities in the Bering Strait Region in Northwest Alaska illustrate the severity of the crisis: (reported by Kawarek, Inc.)

- Brevig Mission: No heating fuel available; residents are resorting to using electricity which will lead to unaffordable power bills. Ongoing water line repairs; boil water notice.
- Teller: Recently ran out of heating fuel; residents using electricity. Limited food availability in the local store, which is where the community mainly relies on.
- Diomedede: On a boil water notice while replacing a water system filter.
- Gambell: Has submitted an economic disaster declaration due to anticipated fuel cost increases; also under a boil water notice.
- Koyuk: Frozen water lines on the city's best water loop have left portions of the community without potable water or sanitation requiring hauling water or bottled water requests; boil water notice in effect.
- Shaktoolik: Boil water notice. Issues with raw water intake caused them to run their tank empty; main line frozen. Norton Sound Health Corporation (NSHC) sent 4 pallets of bottled water; Bering Strait School District (BSSD) sent water for the school: 63 cases of 6-gallon jugs and 49 cases of bottled water.
- Unalakleet: Electrical issues have caused a water shortage and reduced water usage notice.
- St. Michael: Critically low water supply. Boil water notice; main water line has been frozen since 4/6/26. NSHC has sent 4 pallets of water in 2 shipments; limited access to water storage tank; temporarily installing community potable water point.

- Wales: Water intake froze in October of 2025; only 4 feet of water remaining in their tank as of 4/20/26. Lower consumption of water recommended to the community until annual thawing of the intake pipe.

These issues persist across Alaska as seen by the immediate fuel supply and water supply issues for communities in the Lake and Peninsula Borough. On Lake Iliamna, Igiugig had fuel flown in April at \$12/gallon. Residents in Igiugig are now paying as much as \$14/gallon for heating oil - a significant price increase across the community. Down the coast, Perryville is arranging for fuel delivery via barge next month, and diesel was quoted at nearly \$3/gallon more than the same time last year. Perryville has also been on a boil water notice since mid-March due to pressure loss in their water system from a particularly deep and long freeze up, and the State flew treated water out to the community as an emergency measure. A boil water notice was also issued in nearby Chignik Bay on April 23 for similar issues with low pressure in their water system.

Additional communities continue to be added to this list as conditions evolve. Regional emergency preparedness teams, including Kawerak, Inc., are working closely with the state to coordinate response efforts, but resources are limited. There is an intensifying concern about what this will mean for the coming winter, as households already struggling may be pushed beyond their limits. Without swift intervention, the consequences will continue to escalate.

Federal agencies are attempting to respond. The Bureau of Indian Affairs (BIA) has reached out to Alaska Native Tribal organizations to collect data on drinking water and heating needs in order to request additional funding. We appreciate the BIA's efforts to gather data and bring attention to this crisis. However, the urgency of the situation demands faster action. Communities cannot wait for long federal timelines while essential services fail.

While several proposed state legislation measures - such as [HB 196](#), strengthening the Renewable Energy Fund and [HB 247](#), the creation of Climate Change Response Fund, may help address these challenges, they are largely long-term solutions. We support these initiatives - however, what is needed now is immediate, targeted relief alongside a clear and coordinated funding strategy to address both urgent and systemic issues.

We urge lawmakers to act immediately by:

- **Raising the Bulk Fuel Revolving Loan Program cap** managed by the Alaska Department of Commerce, Community and Economic Development, expanding the eligibility, and **incorporating energy relief subsidies** within the program to support fuel purchases, including **offering a 0% interest rate.**
- **Prioritizing the renegotiation of State/Tribal LIHEAP allocation agreements**, to allow Tribal organizations administering the program to receive funding that actually reflects current levels of need. Allow Tribes to provide their own data to justify allocation amounts.
- **Investing state funds in heating assistance programs and establish a State-level reallocation process for LIHEAP** that allows unused State funding to be redistributed to underserved or high-needs regions. This approach would keep funds in Alaska and ensure they reach households in need, rather than being returned unused. (See our other recommendations for LIHEAP regulatory changes [here.](#))
- **Reinstating the Alaska Heating Assistance Program (AKHAP)** by passing the proposed \$17.5 million allocation for heating assistance in the state budget.

The overlapping risks of fuel supply instability, climate-driven infrastructure failures, and existing economic vulnerabilities are creating a level of energy insecurity that many communities have never faced before. Communities are doing what they can to prepare, from conserving resources to coordinating emergency response efforts. However, local action alone is not enough. Additional support is urgently needed - from increased funding and emergency response coordination to sustained advocacy and engagement from state and federal leaders.

We respectfully urge you to take immediate action to support these communities.

Sincerely,

June Okada
Energy Lead, AKPIRG

Nathan Hill
Lake and Peninsula Borough Manager

Melanie Bahnke
CEO, Kawarek, Inc.

Tom Atkinson
General Manager/CEO, Kotzebue Electric Association

Amanda Bremner, X'oos Geik
Deputy Director, Native Movement



June Okada (she/her)
Energy Lead

www.akpirg.org

Dena'inaq etnen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina)
I live and work on the land of the Dena'ina. (English)
Translation by J. Isaak and S. Shaginoff-Stuart

From: June Okada <june@akpirg.org>
Sent: Wednesday, April 29, 2026 1:13 PM
To: House Community and Regional Affairs; Senate Community and Regional Affairs; House Finance; Senate Finance Committee; House Resources; Senate Resources; House Energy; Rep. Rebecca Himschoot; Rep. Donna Mears; Rep. Carolyn Hall; Rep. Ky Holland; Rep. Mike Prax; Rep. Steve St. Clair; Rep. Garret Nelson; Sen. Kelly Merrick; Sen. Forrest Dunbar; Sen. Elvi Gray-Jackson; Sen. Donny Olson; Sen. Robert Yundt; Rep. Neal Foster; Rep. Andy Josephson; Rep. Calvin Schrage; Rep. Alyse Galvin; Rep. Sara Hannan; Rep. Nellie Jimmie; Rep. Will Stapp; Rep. Frank Tomaszewski; Rep. Jamie Allard; Rep. Jeremy Bynum; Rep. Elexie Moore; Sen. Lyman Hoffman; Sen. Bert Stedman; Sen. Jesse Kiehl; Sen. James Kaufman; Sen. Mike Cronk; Rep. Robyn Frier; Rep. Maxine Dibert; Rep. Dan Saddler; Rep. Julie Coulombe; Rep. Bill Elam; Sen. Cathy Giessel; Sen. Bill Wielechowski; Sen. Matt Claman; Sen. Scott Kawasaki; Sen. Robert Myers; Sen. George Rauscher; Rep. Zack Fields; Rep. Bryce Edgmon; Rep. Chuck Kopp; Rep. DeLena Johnson; Rep. Justin Ruffridge; Rep. Mia Costello; Rep. Louise Stutes; Sen. Gary Stevens
Cc: Indra Arriaga; Tom Atkinson; Amanda Toerdal; Amanda Bremner; utilities@lakeandpen.com; manager@lakeandpen.com; Erin Willahan
Subject: Fuel Cost and Supply / Drinking Water Emergencies in Rural Alaska

Dear Members of the Alaska State House and Senate Finance, Resources, Energy and Community & Regional Affairs committees and other Alaska legislators,

Please find the below letter also attached as a PDF file.

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Our communities are experiencing an unprecedented spike in fuel prices. Unlike areas along the road system, rural communities rely on delivered fuel and are especially vulnerable to supply disruptions. In Bethel, fuel prices have risen dramatically - from an index price of \$1.92/gallon and \$6.72/gallon at the pump to an index price of \$5.42/gallon today. [Projections suggest](#) we are likely to see prices above \$15/gallon at the pump in Bethel very soon and as high as \$20 - \$25 per gallon in surrounding communities. A global fuel shortage is already [affecting suppliers' ability to access fuel](#), and prices are expected to continue rising.

At the same time, critical assistance programs like the Tribal Low Income Home Energy Assistance Program (LIHEAP), are running out of resources. The Yukon Kuskokwim Delta Region reports that only \$160,000 remains in their allotment of the heating assistance program - far below the typical \$1 million available at this point in the year. There is serious concern that funding will not last until the next funding cycle.

Not all rural residents have equal access to this support. The Tribal heating assistance program in the Aleutian Pribilof Islands Region received only 58% of the funding needed to match the benefits available through the state-run heating assistance program. As a result, Alaska Native households in this service area received 40% less home heating fuel than their non-Native neighbors – despite living in the same communities and meeting the same income eligibility standards. This disparity will

leave Tribal families disproportionately vulnerable to the higher costs of heating fuel that is anticipated for the upcoming winter.

The unusually extended cold season has further intensified this crisis. After a particularly cold winter, fuel supplies are critically low. Many communities rely on limited spring barge deliveries to resupply, often with little control over timing and high upfront costs. Most participate in the state's Bulk Fuel Revolving Loan Program, which provides low-interest loans to cover these purchases, but the current \$750,000 cap per community is no longer sufficient given recent fuel price spikes. This shortfall is creating significant fiscal strain and increasing the risk of supply shortages, while driving up costs for residents and local utilities.

Increased fuel prices are exacerbating preexisting challenges to ensure residents have access to reliable utility services. Due to a prolonged winter, communities are facing broken water pipes, failing water systems, extended heating needs and shortening delivery windows. Some communities have run completely out of drinking water and have been forced to fly in emergency supplies – a drastic measure made more costly by soaring jet fuel prices.

One example is the local disaster declared by the Native Village of Nelson Lagoon (Resolution No. 26-02) after freezing temperatures severely damaged the community's water transfer line. The damage left residents without reliable access to safe drinking water or sanitation services, forcing an emergency declaration. In response, the Aleutian Pribilof Region mobilized \$28,500 in emergency funding and chartered two flights to deliver over 1,000 gallons of drinking water along with essential household sanitation supplies. Even with significant contributions from other programs and generous discounts from the air carrier, the charters cost more than \$50,000 and only met approximately 66% of the community's drinking water needs for 30 days.

Conditions in several communities in the Bering Strait Region in Northwest Alaska illustrate the severity of the crisis: (reported by Kawarek, Inc.)

- Brevig Mission: No heating fuel available; residents are resorting to using electricity which will lead to unaffordable power bills. Ongoing water line repairs; boil water notice.
- Teller: Recently ran out of heating fuel; residents using electricity. Limited food availability in the local store, which is where the community mainly relies on.
- Diomedede: On a boil water notice while replacing a water system filter.
- Gambell: Has submitted an economic disaster declaration due to anticipated fuel cost increases; also under a boil water notice.
- Koyuk: Frozen water lines on the city's best water loop have left portions of the community without potable water or sanitation requiring hauling water or bottled water requests; boil water notice in effect.
- Shaktoolik: Boil water notice. Issues with raw water intake caused them to run their tank empty; main line frozen. Norton Sound Health Corporation (NSHC) sent 4 pallets of bottled water; Bering Strait School District (BSSD) sent water for the school: 63 cases of 6-gallon jugs and 49 cases of bottled water.
- Unalakleet: Electrical issues have caused a water shortage and reduced water usage notice.
- St. Michael: Critically low water supply. Boil water notice; main water line has been frozen since 4/6/26. NSHC has sent 4 pallets of water in 2 shipments; limited access to water storage tank; temporarily installing community potable water point.
- Wales: Water intake froze in October of 2025; only 4 feet of water remaining in their tank as of 4/20/26. Lower consumption of water recommended to the community until annual thawing of the intake pipe.

These issues persist across Alaska as seen by the immediate fuel supply and water supply issues for communities in the Lake and Peninsula Borough. On Lake Iliamna, Igiugig had fuel flown in April at \$12/gallon. Residents in Igiugig are now paying as much as \$14/gallon for heating oil - a significant price increase across the community. Down the coast, Perryville is arranging for fuel delivery via barge next month, and diesel was quoted at nearly \$3/gallon more than the same time last year. Perryville has also been on a boil water notice since mid-March due to pressure loss in their water system from a particularly deep and long freeze up, and the State flew treated water out to the community as an emergency measure. A boil water notice was also issued in nearby Chignik Bay on April 23 for similar issues with low pressure in their water system.

Additional communities continue to be added to this list as conditions evolve. Regional emergency preparedness teams, including Kawerak, Inc., are working closely with the state to coordinate response efforts, but resources are limited. There is an intensifying concern about what this will mean for the coming winter, as households already struggling may be pushed beyond their limits. Without swift intervention, the consequences will continue to escalate.

Federal agencies are attempting to respond. The Bureau of Indian Affairs (BIA) has reached out to Alaska Native Tribal organizations to collect data on drinking water and heating needs in order to request additional funding. We appreciate the BIA's efforts to gather data and bring attention to this crisis. However, the urgency of the situation demands faster action. Communities cannot wait for long federal timelines while essential services fail.

While several proposed state legislation measures - such as [HB 196](#), strengthening the Renewable Energy Fund and [HB 247](#), the creation of Climate Change Response Fund, may help address these challenges, they are largely long-term solutions. We support these initiatives - however, what is needed now is immediate, targeted relief alongside a clear and coordinated funding strategy to address both urgent and systemic issues.

We urge lawmakers to act immediately by:

- **Raising the Bulk Fuel Revolving Loan Program cap** managed by the Alaska Department of Commerce, Community and Economic Development, expanding the eligibility, and **incorporating energy relief subsidies** within the program to support fuel purchases, including **offering a 0% interest rate**.
- **Prioritizing the renegotiation of State/Tribal LIHEAP allocation agreements**, to allow Tribal organizations administering the program to receive funding that actually reflects current levels of need. Allow Tribes to provide their own data to justify allocation amounts.
- **Investing state funds in heating assistance programs and establish a State-level reallocation process for LIHEAP** that allows unused State funding to be redistributed to underserved or high-needs regions. This approach would keep funds in Alaska and ensure they reach households in need, rather than being returned unused. (See our other recommendations for LIHEAP regulatory changes [here](#).)
- **Reinstating the Alaska Heating Assistance Program (AKHAP)** by passing the proposed \$17.5 million allocation for heating assistance in the state budget.

The overlapping risks of fuel supply instability, climate-driven infrastructure failures, and existing economic vulnerabilities are creating a level of energy insecurity that many communities have never faced before. Communities are doing what they can to prepare, from conserving resources to

coordinating emergency response efforts. However, local action alone is not enough. Additional support is urgently needed - from increased funding and emergency response coordination to sustained advocacy and engagement from state and federal leaders.

We respectfully urge you to take immediate action to support these communities.

Sincerely,

June Okada
Energy Lead, AKPIRG

Nathan Hill
Lake and Peninsula Borough Manager

Melanie Bahnke
CEO, Kawarek, Inc.

Tom Atkinson
General Manager/CEO, Kotzebue Electric Association

Amanda Bremner, X'oos Geik
Deputy Director, Native Movement



June Okada (she/her)
Energy Lead

www.akpirg.org

*Dena'inaq ełnen'aq' gheshtnu ch'q'u yeshdu. (Dena'ina)
I live and work on the land of the Dena'ina. (English)
Translation by J. Isaak and S. Shaginoff-Stuart*

From: JP Waller [REDACTED]
Sent: Wednesday, April 29, 2026 12:34 PM
To: House Finance
Subject: Public Testimony on SB 214 — Remove West Susitna Access Road Funding

Dear House Finance Committee,

My name is James Waller and I live in Anchorage. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

This area is unique and so deserves [protection.it](#) is part of why Alaskans live here.

My specific concerns include:

- The Department of Transportation has publicly acknowledged it does not have enough state match funding to draw down all the federal money Alaska is entitled to. Every dollar of state match committed to this project is a dollar that cannot be used to draw down federal funding for projects Alaskans use every day.
- At \$94.97 million, this single phase ranks as the fourth-largest line item in Alaska's entire \$1.17 billion Surface Transportation Program for FY27. It is 2.6 times larger than the Knik-Goose Bay Road Reconstruction project that Mat-Su residents have been requesting for over a decade, 5.2 times larger than the entire statewide Dalton Highway Preservation Program, and 20 times larger than the statewide bridge inspection program.
- Major transportation projects programmed for FY27 in the federally-approved State Transportation Improvement Plan are not itemized in SB 214, including \$115 million for Ferry Service for Rural Communities Operating Assistance, \$69.4 million for Wasilla to Fishhook Main Street Reconstruction, and \$62.5 million for the Sterling Highway 82.5-94 Safety Corridor. Why is West Susitna being prioritized while other Alaska priorities are not itemized?
- This road would change the character of an area Alaskans have used for generations for hunting, fishing, subsistence, and traditional recreation. A funding decision of this scale should not be made before the public has had a meaningful opportunity to weigh in on what this project will actually do and what it will affect.
- The project has been described in many different ways since it first appeared in 2023, including as an industrial corridor, a public recreation road, a single project, and now as a parent-child split between two project numbers. The cost has been programmed at \$82.5 million for 15 miles, then \$76 million for 22 miles in two project numbers, then walked back up through multiple amendments and modifications. Following this project as a member of the public has been extraordinarily difficult.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
James Waller
Anchorage

From: Jaclyn Clifford- Walter <[REDACTED]>
Sent: Wednesday, April 29, 2026 12:19 PM
To: House Finance
Subject: Restore Homeless Assistance Program Funding

Dear Alaska House Finance Committee,

My name is Jaclyn Clifford-Walter, and I'm a resident of Unalaska and an occupational therapist working in both school and mental health settings.

I'm asking you to restore full funding for the Alaska Housing Finance Corporation's Homeless Assistance Program. Stable housing is foundational to health, mental health, and a child's ability to function and learn. When families lose housing, the effects show up immediately in schools, in mental health systems, and across the community.

In a remote place like Unalaska, there are very limited alternatives when someone loses housing. This funding helps prevent crises before they happen.

Please restore full funding for HAP in the capital budget.

Thank you for your time and consideration.

Sincerely,
Jaclyn Clifford-Walter

From: Cali [REDACTED]
Sent: Wednesday, April 29, 2026 11:40 AM
To: House Finance
Subject: Public Testimony on SB 214 — Remove West Susitna Access Road Funding

Dear House Finance Committee,

My name is Calista Watkins and I live in Wasilla. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

I am a life long alaskan and I was raised to believe we must conserve the nature around us and build responsibly so that future generations might enjoy the fruits of our labors. Not short sighted projects with no research that has no idea what type of ramifications this will have. Its simply irresponsible. Why rush through and cut corners? Who benefits?

These are the questions we must ask before we pull the trigger on something that is SO BIG. This isnt some driveway being built. This is a major project that will take YEARS to complete. We need to make sure things are done RIGHT.

My specific concerns include:

- At \$94.97 million, this single phase ranks as the fourth-largest line item in Alaska's entire \$1.17 billion Surface Transportation Program for FY27. It is 2.6 times larger than the Knik-Goose Bay Road Reconstruction project that Mat-Su residents have been requesting for over a decade, 5.2 times larger than the entire statewide Dalton Highway Preservation Program, and 20 times larger than the statewide bridge inspection program.
- The federal Environmental Assessment for this project is not complete. The federal Section 404 wetlands permit from the Army Corps of Engineers has not been issued. The state is being asked to commit nearly \$100 million before federal environmental review is finished and before federal permits are in hand.
- This road would change the character of an area Alaskans have used for generations for hunting, fishing, subsistence, and traditional recreation. A funding decision of this scale should not be made before the public has had a meaningful opportunity to weigh in on what this project will actually do and what it will affect.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Calista Watkins
Wasilla

From: KimAdelia Leff <kadelia7591@gmail.com>
Sent: Wednesday, April 29, 2026 11:29 AM
To: House Finance
Subject: West Susitna Siding Road included in SB214

I am struggling to see that you truly care about the current and very real issues (education for one) as much as you and our Governor, seem to care about industrial development. It is your job to listen to us and engage in honest discussion with us about what is really happening here. I dont see as you've done either. I am referring to the subsidizing of mining companies and the very real threats and long-term impacts to wildlife habitat and an existing economy providing thousands of jobs that would result if \$95 million appropriation is included in the state's capital budget. You can choose to work to protect and preserve our land and our way of life. Do not waste our limited resources on this project and ignore the lack of public support for it along with the resulting damage it will do. Remove the \$95 million dollar appropriation for the West Su Road project from the state's capital budget.

KimAdelia Leff

--

KimAdelia Leff, LCSW, IMHS
Infant Mental Health Specialist
Early Childhood Mental Health Consultant
Pronouns She/Her/Hers
907-378-9163
kadelia7591@gmail.com

From: Claire Marshalek <foodaccess@alaskafarmersmarkets.org>
Sent: Wednesday, April 29, 2026 11:15 AM
To: House Finance; House Finance Legislation
Subject: Written Public Testimony RE: SB 214 Hearing April 29th, 4:30PM
Attachments: PublicTestimony_SB214_CM.pdf

Dear House Finance Committee,

I am writing today to share written testimony to urge the inclusion of the CAPSIS project "Alaska Farmers Market Association - Support for Doubling SNAP/WIC/Senior Nutrition Incentive Programs at Farmers Markets" in the Capital Budget. The attached is my written testimony as I will be unable to call in this afternoon.

I appreciate your attention to this matter and all the energy you have put into session thus far.

All the best,
Claire

--

Claire Marshalek
Food Access Director
Alaska Farmers Market Association
foodaccess@alaskafarmersmarkets.org



From: Jade Tabony [REDACTED]
Sent: Wednesday, April 29, 2026 10:45 AM
To: House Finance
Subject: Public Testimony on SB 214 — Remove West Susitna Access Road Funding

Dear House Finance Committee,

My name is Jade Tabony and I live in Palmer. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

I've spent a lot of time in the Susitna River Valley over the years, fishing, foraging, paddling, and it's a place I really care about. Because of that, I'm worried about how little care seems to be going into protecting this environment. It's a delicate area, and future generations and the wildlife that live there deserve more thoughtful consideration before we move forward with a project like this.

A few specific concerns I have:

- The Department of Transportation has already said it doesn't have enough state matching funds to access all the federal money available to Alaska. Every dollar put toward this project is a dollar that can't be used to bring in federal funding for projects Alaskans rely on every day.
- There are major transportation projects planned for FY27 that aren't even listed in SB 214—like funding for rural ferry service, the Wasilla to Fishhook Main Street reconstruction, and safety improvements on the Sterling Highway. So why is West Susitna being prioritized over these other needs?
- The federal environmental review for this project isn't finished yet. Key permits, like the Section 404 wetlands permit from the Army Corps of Engineers, haven't been issued. It doesn't make sense to commit nearly \$100 million before that process is complete.
- This road would fundamentally change an area that Alaskans have used for generations for hunting, fishing, subsistence, and recreation. A decision this big shouldn't happen before the public has had a real chance to weigh in on what the project will actually mean.

I'm asking you to please hold off on this funding or repurpose it to more important until the environmental review is complete and the public has had a meaningful opportunity to comment on the full cost and impact of the project.

Thank you for your time.

Sincerely,
Jade Tabony
Palmer

From: FishHound Expeditions [REDACTED]
Sent: Wednesday, April 29, 2026 10:31 AM
To: House Finance
Subject: West Susitna Access Road Stage 2 from SB 214

Dear House Finance Committee, My name is Adam Cuthriell and I live in Willow. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214. I am a father, outfitter, and outdoorsmen. This proposed road will forever change the west su all for the benefit of a foreign mining company. This is unacceptable My specific concerns include: • At \$94.97 million, this single phase ranks as the fourth-largest line item in Alaska's entire \$1.17 billion Surface Transportation Program for FY27. It is 2.6 times larger than the Knik-Goose Bay Road Reconstruction project that Mat-Su residents have been requesting for over a decade, 5.2 times larger than the entire statewide Dalton Highway Preservation Program, and 20 times larger than the statewide bridge inspection program. • The State Transportation Improvement Plan currently programs \$89.59 million in total for the entire West Susitna Access Road project across both project numbers combined. The Stage 2 appropriation alone in SB 214, at \$94.97 million, exceeds that total. The Legislature is being asked to commit more public money to one phase than the federally-approved plan currently programs for the whole road. • The project has been described in many different ways since it first appeared in 2023, including as an industrial corridor, a public recreation road, a single project, and now as a parent-child split between two project numbers. The cost has been programmed at \$82.5 million for 15 miles, then \$76 million for 22 miles in two project numbers, then walked back up through multiple amendments and modifications. Following this project as a member of the public has been extraordinarily difficult. Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope. Thank you for your time.



Adam Cuthriell

[REDACTED]
www.FishHoundExpeditions.com

From: Caroline Arnold [REDACTED]
Sent: Wednesday, April 29, 2026 10:28 AM
To: House Finance
Subject: Public Testimony on SB 214 — Remove West Susitna Access Road Funding

Dear House Finance Committee,

My name is Caroline Arnold and I live in Willow. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

I am a lifelong Alaskan resident that has spent my life fishing in the MatSu. This project does not have a sound basis to outweigh the potential benefits to the massive risks. The matsu claims not to have enough funds to keep our schools open and our public transit running smoothly, yet is quick to spend millions on projects that are detrimental to the ecosystem we live off of.

My specific concerns include:

- The Department of Transportation has publicly acknowledged it does not have enough state match funding to draw down all the federal money Alaska is entitled to. Every dollar of state match committed to this project is a dollar that cannot be used to draw down federal funding for projects Alaskans use every day.
- At \$94.97 million, this single phase ranks as the fourth-largest line item in Alaska's entire \$1.17 billion Surface Transportation Program for FY27. It is 2.6 times larger than the Knik-Goose Bay Road Reconstruction project that Mat-Su residents have been requesting for over a decade, 5.2 times larger than the entire statewide Dalton Highway Preservation Program, and 20 times larger than the statewide bridge inspection program.
- Major transportation projects programmed for FY27 in the federally-approved State Transportation Improvement Plan are not itemized in SB 214, including \$115 million for Ferry Service for Rural Communities Operating Assistance, \$69.4 million for Wasilla to Fishhook Main Street Reconstruction, and \$62.5 million for the Sterling Highway 82.5-94 Safety Corridor. Why is West Susitna being prioritized while other Alaska priorities are not itemized?
- The cost of this project has been adjusted multiple times since the public last had a formal opportunity to comment in early 2025. The Department of Transportation said it would open a new State Transportation Plan amendment for public comment on February 14, 2026 and that date passed more than two months ago without any public release. The public has not had a meaningful chance to comment on the current cost or scope.
- The State Transportation Improvement Plan currently programs \$89.59 million in total for the entire West Susitna Access Road project across both project numbers combined. The Stage 2 appropriation alone in SB 214, at \$94.97 million, exceeds that total. The Legislature is being asked to commit more public money to one phase than the federally-approved plan currently programs for the whole road.
- The federal Environmental Assessment for this project is not complete. The federal Section 404 wetlands permit from the Army Corps of Engineers has not been issued. The state is being asked to commit nearly \$100 million before federal environmental review is finished and before federal permits are in hand.

- This road would change the character of an area Alaskans have used for generations for hunting, fishing, subsistence, and traditional recreation. A funding decision of this scale should not be made before the public has had a meaningful opportunity to weigh in on what this project will actually do and what it will affect.
- The project has been described in many different ways since it first appeared in 2023, including as an industrial corridor, a public recreation road, a single project, and now as a parent-child split between two project numbers. The cost has been programmed at \$82.5 million for 15 miles, then \$76 million for 22 miles in two project numbers, then walked back up through multiple amendments and modifications. Following this project as a member of the public has been extraordinarily difficult.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Caroline Arnold
Willow

From: John Rozzi <john.rozzi@valleycharities.org>
Sent: Wednesday, April 29, 2026 10:16 AM
To: House Finance
Subject: Thank you for your support in the Mat-Su Valley

Good morning,

My name is John Rozzi. I'm the executive director for Valley Charities, Inc. We're a small nonprofit located in the Mat-Su Valley. Our organization has teamed up with seven other nonprofits to keep constituents housed through the BHAP program. As a group we have assisted thousands of individuals and families avoid being homeless. Thank you for the funding support. If we did not have your support many Valley constituents would have been displaced and negatively impacted the social and economic stability in our community. Your funding supported help prevent that situation from occurring.

Importantly, HAP supports the full continuum of services. It funds not only emergency shelter, but also homelessness prevention and rapid rehousing. These interventions reduce inflow into homelessness and shorten the time people remain without housing. For instance, this flexibility allows providers to meet people where they are and intervene early, reducing reliance on more costly emergency systems. HAP supports the very interventions that reduce unsheltered homelessness: connecting people from the streets to shelter and from shelter to permanent housing. Reductions in HAP funding would result in more people living outside, increased strain on emergency services, and higher long-term costs to the public.

I am writing to ask that you continue supporting this valuable state-wide housing program at the last year's, HAP funded amount of \$10.15 million.

Thanks again for your support in the past and moving forward.

*John Rozzi,
Executive Director
907-376-5740
Valley Charities, Inc.*

“Kindness is a language which the deaf can hear and the blind read”.

Mark Twain

From: Kirsten Woodard [REDACTED]
Sent: Wednesday, April 29, 2026 10:03 AM
To: House Finance
Subject: Please remove West Susitna Access Road project funding from SB 214

Dear Members of the House Finance Committee,
I am writing to request you remove the West Susitna Access Road project funding from SB 214. I do not support an industrial access road subsidized by the state for the benefit of foreign mining companies and not for Alaskan residents. \$95 million could be spent on projects that actually benefit Alaskans and Alaska communities. We can't waste millions of dollars on a project that primarily benefits outside interests. Thank you for your consideration of these comments.

Sincerely,
Kirsten Woodard
[REDACTED]
Palmer, AK 99645

From: ACEH Communications <communications@aceh.org>
Sent: Wednesday, April 29, 2026 9:52 AM
To: House Finance
Cc: Jessica Parks; director
Subject: Alaska organizations support Homeless Assistance Program
Attachments: HAP_Budget Reduction Impact_House_2026.pdf

April 29, 2026

The Honorable Neal Foster, Co-Chair
The Honorable Andy Josephson, Co-Chair
The Honorable Calvin Schrage, Co-Chair
House Finance Committee

Alaska's homeless service providers write to express our strong, collective support for continued and sustained funding of the Alaska Housing Finance Corporation's Homeless Assistance Program (HAP).

Across the state, some 34 different organizations respond to homelessness or the threat of homelessness with these dollars. In some rural Alaska communities, the *only* shelters and supports for people experiencing homelessness are funded by HAP. The cuts threaten the very viability of programs that already operate on thin margins. Residents can get access to the very basics of life, shelter, housing and supports. These dollars bring safety, stability and connection to our most vulnerable neighbors in at least 14 communities: Anchorage, Bethel, Cordova, Fairbanks, Homer, Juneau, Kenai, Ketchikan, Kodiak, the Mat-Su, Nome, Prince of Wales, Sitka and Unalaska.

With HAP dollars, agencies deliver a full range of services including shelter for survivors of domestic violence, youth homelessness response, behavioral health services, emergency shelter and transitional housing for families, and homelessness prevention and housing stabilization. HAP funding ensures that these services are available and coordinated, allowing people to move from crisis to stability.

HAP is especially critical because it provides flexible funding that can be adapted to unique conditions. While federal funding sources are essential, they are often limited in scope. HAP fills these gaps, allowing providers to respond to winter shelter demand, support landlord engagement, and stabilize households before they fall into homelessness.

Importantly, HAP supports the full continuum of services. It funds not only emergency shelter, but also homelessness prevention and rapid rehousing. These interventions reduce inflow into homelessness and shorten the time people remain without housing. For instance, this flexibility allows Anchorage providers to meet people where they are and intervene early, reducing reliance on more costly emergency systems.

HAP supports the very interventions that reduce unsheltered homelessness: connecting people from the streets to shelter and from shelter to permanent housing. Reductions in HAP funding would result in more people living outside, increased strain on emergency services, and higher long-term costs to the public.

For decades, HAP has been a stable, effective investment in Alaska's people. In communities from Kodiak to Ketchikan, Nome to Unalaska, Fairbanks to Juneau, it remains essential to maintaining a coordinated, data-driven system working to ensure that homelessness is rare, brief, and one-time.

We respectfully urge you to maintain funding for HAP in both the capital and mental health budgets. Supporting HAP means supporting the network of Anchorage providers who are working every day to respond to homelessness with coordination, efficiency, and care.

Thank you for your continued leadership and commitment to Alaskans.

Sincerely,

Alaska Coalition on Housing and Homelessness
Alaskan Way
Anchorage Coalition to End Homelessness
AWAIC
Brother Francis Shelter of Kodiak
Catholic Social Services
City of Fairbanks
Covenant House Alaska
Fairbanks Integrated Community Services
Fairbanks Neighborhood Housing Services
Fairbanks Youth Advocates
Helping Ourselves Prevent Emergencies (HOPE)
The LeeShore Center
Partners for Progress
RurAL CAP
Sitka Homeless Coalition
Society of St. Vincent de Paul Juneau
South Peninsula Haven House
Tundra Women's Coalition
Unalaskans Against Sexual Assault & Family Violence
United Way of Anchorage

Jessica Parks (she/her)

Interim Executive Director, Anchorage Coalition to End Homelessness

aceh.org | jparks@aceh.org

3427 E Tudor Road, Suite A, Anchorage, AK 99507

"Dena'inaq elnen'aq' gheshtnu ch'q'u yeshdu." - *I live and work on the land of the Dena'ina.*

Translated from Dena'ina by Joel Isaak and Sondra Shaginoff-Stuart



From: Belle Merritt [REDACTED]
Sent: Wednesday, April 29, 2026 9:48 AM
To: House Finance
Subject: Public Testimony on SB 214 — Remove West Susitna Access Road Funding

Dear House Finance Committee,

My name is Belle Merritt and I live in Palmer. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

I'm a 23 year resident of the Mat-Su valley and I oppose state funding for the West Susitna Access road. At a time when our state infrastructure is crumbling, schools are closing and people are dying from the lack of health care, using state money to build a road for the benefit of businesses who bring in out of state workers, don't pay enough/any taxes and take their profits out of our state is wrong. Asking you to remove this funding from SB 214.

Thank you for your time.

Sincerely,
Belle Merritt
Palmer

From: Karisa Friend <kfriend@unalaska.gov>
Sent: Wednesday, April 29, 2026 9:45 AM
To: House Finance
Cc: Mayor Tutiakoff; usafved@arctic.net
Subject: Restore Homeless Assistance Program in Capital Budget
Attachments: 2026.04.29 Restore HAP Funding in Capital Budget.pdf

Importance: High

Good Morning,

Please refer to the attached letter from City of Unalaska Mayor.

The City of Unalaska urges the House Finance Committee to restore the full AHFC Homeless Assistance Program funding in the Capital budget.

Thank you for your time.



Karisa Friend

Executive Assistant II
City Manager Office
City of Unalaska
PO Box 610 Unalaska, AK 99685
Ph: 907.581.1251 ext. 1101
kfriend@unalaska.gov



< Click to Book!

From: Douglas Smith [REDACTED]
Sent: Wednesday, April 29, 2026 9:43 AM
To: House Finance
Subject: Remove West Susitna Siding from SB 214

Dear House Finance Committee,

My name is Doug Smith and I live in Talkeetna. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

Alaska has so many needs right now: the University system, schools, ferries, village infrastructure, and more. This \$95 million for one speculative project is a waste when other needs cry out.

This project has gone through so many different phases and plans that it's impossible to understand the funding or planning process. A clear presentation of the road, its costs and impacts is essential before throwing hundreds of millions of dollars at it. The public deserves better than another Mat-Su ferry debacle.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Doug Smith
Talkeetna

From: Andrea [REDACTED]
Sent: Wednesday, April 29, 2026 9:33 AM
To: House Finance
Subject: SB214 comment

Dear House Finance Committee,

My name is Andrea and I live in Anchorage. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

My specific concerns include:

- The Department of Transportation has publicly acknowledged it does not have enough state match funding to draw down all the federal money Alaska is entitled to. Every dollar of state match committed to this project is a dollar that cannot be used to draw down federal funding for projects Alaskans use every day.
- At \$94.97 million, this single phase ranks as the fourth-largest line item in Alaska's entire \$1.17 billion Surface Transportation Program for FY27. It is 2.6 times larger than the Knik-Goose Bay Road Reconstruction project that Mat-Su residents have been requesting for over a decade, 5.2 times larger than the entire statewide Dalton Highway Preservation Program, and 20 times larger than the statewide bridge inspection program.
- The State Transportation Improvement Plan currently programs \$89.59 million in total for the entire West Susitna Access Road project across both project numbers combined. The Stage 2 appropriation alone in SB 214, at \$94.97 million, exceeds that total. The Legislature is being asked to commit more public money to one phase than the federally-approved plan currently programs for the whole road.
- This road would change the character of an area Alaskans have used for generations for hunting, fishing, subsistence, and traditional recreation. A funding decision of this scale should not be made before the public has had a meaningful opportunity to weigh in on what this project will actually do and what it will affect.
- The project has been described in many different ways since it first appeared in 2023, including as an industrial corridor, a public recreation road, a single project, and now as a parent-child split between two project numbers. The cost has been programmed at \$82.5 million for 15 miles, then \$76 million for 22 miles in two project numbers, then walked back up through multiple amendments and modifications. Following this project as a member of the public has been extraordinarily difficult.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Andrea Feniger

From: Christopher Brown [REDACTED]
Sent: Wednesday, April 29, 2026 9:24 AM
To: House Finance
Subject: SB 214

To Whom It May Concern,

I am writing to urge your support for SB 214 and the critical investment it represents for our state's public education infrastructure.

For decades, Alaska has deferred essential school maintenance, moving us from a period of "delayed repairs" into a full-scale infrastructure crisis. Investing in these facilities isn't just about buildings; it's about providing a safe, functional environment where our students can succeed.

Please prioritize the long-term health of our communities by funding these vital projects in the capital budget. It is time to stop patching holes and start funding our future.

Christopher Brown
Homer, AK

From: Casey Randall [REDACTED]
Sent: Wednesday, April 29, 2026 9:16 AM
To: House Finance
Subject: West Su Access Rd

Dear House Finance Committee,

My name is Matt Randall and I live in Willow. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

I am a land owner in the Yentna River valley and have recreated there with friends and family for 25 years. It's a place to relax and share the wilds of Alaska with guests and my children. We boat, float, fly, snowmachine and dog mush throughout the area and I hope to be able to give this same wilderness experience to my grandchildren someday. I am opposed to the West Su Access Rd because this area is a treasure for all Alaskans. It is easy to access and provides unmatched recreational opportunities right in the backyards of the majority of Alaskans.

My specific concerns include:

- At \$94.97 million, this single phase ranks as the fourth-largest line item in Alaska's entire \$1.17 billion Surface Transportation Program for FY27. It is 2.6 times larger than the Knik-Goose Bay Road Reconstruction project that Mat-Su residents have been requesting for over a decade, 5.2 times larger than the entire statewide Dalton Highway Preservation Program, and 20 times larger than the statewide bridge inspection program.
- This road would change the character of an area Alaskans have used for generations for hunting, fishing, subsistence, and traditional recreation. A funding decision of this scale should not be made before the public has had a meaningful opportunity to weigh in on what this project will actually do and what it will affect.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Matt Randall
Willow

From: Sandra Loomis [REDACTED]
Sent: Wednesday, April 29, 2026 9:04 AM
To: House Finance
Subject: SB214

Dear House Finance Committee,

My name is Sandra Loomis and I live in Talkeetna. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

The people have come out against this project, have not received information or a fair chance to have input. We value our land over the interests of foreign mining. Once the assets are stripped (with minimal benefit to the State), then what? Who pays? The people.

My specific concerns include:

- The Department of Transportation has publicly acknowledged it does not have enough state match funding to draw down all the federal money Alaska is entitled to. Every dollar of state match committed to this project is a dollar that cannot be used to draw down federal funding for projects Alaskans use every day.
- The cost of this project has been adjusted multiple times since the public last had a formal opportunity to comment in early 2025. The Department of Transportation said it would open a new State Transportation Plan amendment for public comment on February 14, 2026 and that date passed more than two months ago without any public release. The public has not had a meaningful chance to comment on the current cost or scope.
- The State Transportation Improvement Plan currently programs \$89.59 million in total for the entire West Susitna Access Road project across both project numbers combined. The Stage 2 appropriation alone in SB 214, at \$94.97 million, exceeds that total. The Legislature is being asked to commit more public money to one phase than the federally-approved plan currently programs for the whole road.
- The federal Environmental Assessment for this project is not complete. The federal Section 404 wetlands permit from the Army Corps of Engineers has not been issued. The state is being asked to commit nearly \$100 million before federal environmental review is finished and before federal permits are in hand.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Sandra Loomis
Talkeetna

Get [Outlook for iOS](#)

From: Jessica Winnestaffer [REDACTED]
Sent: Wednesday, April 29, 2026 9:03 AM
To: House Finance
Subject: Remove funding for West Susitna Access Road

Dear House Finance Committee,

My name is Jessica Dryden and I live along in the Glenn Highway in rural Sutton. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214. **The West Susitna Access Road is unnecessary and not a priority to Alaska Residents!**

My family depends on the Glenn Highway for daily life, goods and services and this highway has numerous and serious problems that DOT is planning to fix. **The Glenn Highway is a road that needs \$94 million of DOT funding;** the Palmer-Wasilla core area roads owned by DOT need \$94 million of DOT funding. **All of southcentral Alaska residents and business depends on the Glenn Highway as a critical transportation corridor-- the Glenn Highway is a road that should be prioritized and funded by DOT state matching funds!**

My specific concerns include:

- The Department of Transportation has publicly acknowledged it does not have enough state match funding to draw down all the federal money Alaska is entitled to. **Every dollar of state match committed to this project is a dollar that cannot be used to draw down federal funding for projects Alaskans use every day.**
- **At \$94.97 million for the WSAR, this single phase ranks as the fourth-largest line item in Alaska's entire \$1.17 billion Surface Transportation Program for FY27.** It is 2.6 times larger than the Knik-Goose Bay Road Reconstruction project that Mat-Su residents have been requesting for over a decade, 5.2 times larger than the entire statewide Dalton Highway Preservation Program, and 20 times larger than the statewide bridge inspection program.
- The cost of this project has been adjusted multiple times since the public last had a formal opportunity to comment in early 2025. The Department of Transportation said it would open a new State Transportation Plan amendment for public comment on February 14, 2026 and that date passed more than two months ago without any public release. **The public has not had a meaningful chance to comment on the current cost or scope.**
- The State Transportation Improvement Plan currently programs \$89.59 million in total for the entire West Susitna Access Road project across both project numbers combined. The Stage 2 appropriation alone in SB 214, at \$94.97 million, exceeds that total. The Legislature is being asked to commit more public money to one phase than the federally-approved plan currently programs for the whole road. • This road would change the character of an area Alaskans have used for generations for hunting, fishing, subsistence, and traditional recreation. A funding decision of this scale should not be made before the public has had a meaningful opportunity to weigh in on what this project will actually do and what it will affect.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope. Thank you for your time.

Sincerely,

Jessica Dryden
Sutton

From: Irena Adams <iadams@ucsd.net>
Sent: Wednesday, April 29, 2026 7:31 AM
To: House Finance
Subject: Shelter women and children from family violence

Dear Alaska House Finance Committee:

My name is Irena Adams and I'm a resident of Unalaska and UASVF advocate. I'm writing to strongly urge you to restore funding for the Homeless Assistance Program in the capital budget.

HAP funds play a critical role in keeping people safely housed. Without this support, many individuals and families face increased risk of eviction, displacement and homelessness. At a time when housing costs remain high and many are still recovering financially, cutting or reducing these funds would have serious consequences for our communities.

Stable housing is the foundation for health, education and economic opportunity. When people have a safe place to live, communities are stronger, and public systems face less strain.

I respectfully ask that you prioritize restoring HAP funding to ensure that people can remain in their homes and our communities can thrive.

Thank you for your time and consideration.

Irena Adams
iadams@ucsd.net
www.ucsd.net
Unalaska City School District
Library Coordinator
907.581.7764 Eagles View
907.581.7717 UC HS School

Currently reading



I live and work on the land of the Unangax' people.

Collectively, Unangax' is the proper term for the Native people of the Aleutian region. The words Unangax', Ungangan, or Unanga, meaning "original people" can also be translated to "seasiders."

From: Carol Atonio [REDACTED]
Sent: Wednesday, April 29, 2026 6:44 AM
To: House Finance
Subject: Homeless Assistance Program Funding

My name is Carol Atonio, and I'm a resident from Dutch Harbor/Unalaska . I'm here to strongly urge you to restore funding for the Homeless Assistance Program in the capital budget.

HAP funds play a critical role in keeping people safely housed. Without this support, many individuals and families face increased risk of eviction, displacement and homelessness. At a time when housing costs remain high and many are still recovering financially, cutting or reducing these funds would have serious consequences for our communities.

Stable housing is the foundation for health, education and economic opportunity. When people have a safe place to live, communities are stronger, and public systems face less strain.

I respectfully ask that you prioritize restoring HAP funding to ensure that people can remain in their homes and our communities can thrive.

Thank you for your time and consideration.

Respectfully,

Carol Atonio

From: [REDACTED] on behalf of John Nielsen
Sent: Wednesday, April 29, 2026 1:17 AM
To: House Finance
Subject: Please do not fund the proposed West Susitna Industrial Access Road

Dear Alaska House Finance Committee,

The state is hurting for funding on worthwhile projects and obligations. From education to highways, energy, rural health care and police. These are not just funded to capacity they are hurting. Many of our roads are shameful. Now you want to fund a new road, one for the benefit of private companies. This is not responsible infrastructure development. There are much more important issues. Frankly it smells like corruption. And pushing through development of West Susitna without strong community support reinforces that odor. Who are you looking out for?

Along with the above, I value the West Susitna region's public lands and pristine waters that support abundant fish and wildlife resources, fishing, hunting and recreational opportunities, and a robust existing tourism-based economy. The proposed West Susitna Industrial Access Road threatens those values and is yet another ill-conceived project and a waste of state funds.

Please remove all funding associated with this project in SB 214, capital budget

Sincerely,
Mr. John Nielsen
Palmer, AK 99645-8765
[REDACTED]

From: Cici Schoenberger [REDACTED]
Sent: Tuesday, April 28, 2026 11:19 PM
To: House Finance
Subject: SB214. West Susitna Access Rd.

I am writing to express my opposition to spending money on the West Susitna Access Road. I am strongly opposed to the development of this proposed road. First and foremost in my mind it is a huge waste of taxpayer money to support the building of a road for the purpose of access for outsiders to develop gold mining and transport the ore that has been mined. While it may possibly also be used for recreational purposes, it is clear that this is not the primary purpose. Alaska does not need more roads; it needs to fix and maintain the roads that it already has. The building of this road would take funds that are needed elsewhere. Roads that are regularly used by large numbers of Alaskans need to take priority over a road that would be of benefit to very few Alaskans.

In addition, I am very concerned about the impact on the environment and habitat for fish and game. This road would cause irreparable damage to the natural environment to the detriment of both the people who want to have access to the natural resources in this area and the wildlife who populate this space.

Please vote NO on this bill.

Lucille R (Cici) Schoenberger
Talkeetna

From: Doug Hill [REDACTED]
Sent: Tuesday, April 28, 2026 9:43 PM
To: House Finance
Subject: West Su Road - NO!

Just say NO!

Many needed projects are not being funded all over the state. Budgets are being cut all over the state. School are being shut down. And State officials and others want to spend 95 million on a road that will benefit a foreign mining company. WTH!?!?!?

Roads are crumbling, and mining companies are already getting state subsidized assistance - Manh Choh. Another example of how cheap it is for rich "outside" corporations to do business in Alaska. The true purpose of the road is industrial and not about the common man and woman. And the AOC (wolf in cheap transparent sheep clothing) is a cheerleader for the mining company. Salmon populations in the Sustina Valley are already stressed, and a West Su Road will add more stress.

No West Su Road!

Doug Hill
Palmer, AK

67 year old retired non-partisan voter
I hunt and fish, garden, forage, burn wood,

From: Jamez Terry <[REDACTED]>
Sent: Tuesday, April 28, 2026 8:55 PM
To: House Finance
Subject: Restore Homeless Assistance Program in capital budget

Good afternoon and thank you for the opportunity to testify.

My name is Jamez Terry, and I'm a resident of Anchorage. **I'm writing to strongly urge you to restore funding for the Homeless Assistance Program in the capital budget.**

HAP funds play a critical role in keeping people safely housed. Without this support, many individuals and families face increased risk of eviction, displacement and homelessness. At a time when housing costs remain high and many are still recovering financially, cutting or reducing these funds would have serious consequences for our communities.

I work every day with people who are experiencing homelessness, as well as with people who - like myself - have a history of homelessness. I see what a devastating impact it has when someone loses their housing. Conversely, I witness the profound impact that stable housing can have on every aspect of wellbeing for an individual, their family, and their wider community.

Stable housing is the foundation for health, education and economic opportunity. When people have a safe place to live, communities are stronger, and public systems face less strain.

I respectfully ask that you prioritize restoring HAP funding to ensure that people can remain in their homes and our communities can thrive.

Thank you,
Jamez

From: Edward Godnig [REDACTED]
Sent: Tuesday, April 28, 2026 8:12 PM
To: House Finance
Subject: Public Testimony on SB 214 — Remove West Susitna Access Road Funding

Dear House Finance Committee,

My name is Edward Godnig and I live in Fishhook, Palmer. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

The Borough needs the funding to upgrade and complete the latest development projects for GPRA!

My specific concerns include:

- The Department of Transportation has publicly acknowledged it does not have enough state match funding to draw down all the federal money Alaska is entitled to. Every dollar of state match committed to this project is a dollar that cannot be used to draw down federal funding for projects Alaskans use every day.
- At \$94.97 million, this single phase ranks as the fourth-largest line item in Alaska's entire \$1.17 billion Surface Transportation Program for FY27. It is 2.6 times larger than the Knik-Goose Bay Road Reconstruction project that Mat-Su residents have been requesting for over a decade, 5.2 times larger than the entire statewide Dalton Highway Preservation Program, and 20 times larger than the statewide bridge inspection program.
- The federal Environmental Assessment for this project is not complete. The federal Section 404 wetlands permit from the Army Corps of Engineers has not been issued. The state is being asked to commit nearly \$100 million before federal environmental review is finished and before federal permits are in hand.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Edward Godnig
Fishhook, Palmer

Sent from my iPhone

From: [REDACTED] on behalf of Maureen Knutsen
Sent: Tuesday, April 28, 2026 7:09 PM
To: House Finance
Subject: Please do not fund the proposed West Susitna Industrial Access Road

Dear Alaska House Finance Committee,

I am a Bristol Bay resident whose family and community depends on our healthy salmon runs. I stand with the people of the West Su and am urging you to protect the West Susitna region's public lands and pristine waters that support abundant fish and wildlife resources, fishing, hunting and recreational opportunities, and a robust existing tourism-based economy. The proposed West Susitna Industrial Access Road threatens those values and is yet another ill-conceived project and a waste of state funds.

Please remove all funding associated with this project in SB 214, capital budget.

Sincerely,
Ms. Maureen Knutsen
Naknek, AK 99633-0669
[REDACTED]

From: Jennifer Cizek [REDACTED]
Sent: Tuesday, April 28, 2026 7:08 PM
To: House Finance
Subject: Public Testimony on SB 214 — Remove West Susitna Access Road Funding

Dear House Finance Committee,

My name is Jennifer Cizek and I live in Point Mackenzie. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

My specific concerns include:

- The Department of Transportation has publicly acknowledged it does not have enough state match funding to draw down all the federal money Alaska is entitled to. Every dollar of state match committed to this project is a dollar that cannot be used to draw down federal funding for projects Alaskans use every day.
- At \$94.97 million, this single phase ranks as the fourth-largest line item in Alaska's entire \$1.17 billion Surface Transportation Program for FY27. It is 2.6 times larger than the Knik-Goose Bay Road Reconstruction project that Mat-Su residents have been requesting for over a decade, 5.2 times larger than the entire statewide Dalton Highway Preservation Program, and 20 times larger than the statewide bridge inspection program.
- Major transportation projects programmed for FY27 in the federally-approved State Transportation Improvement Plan are not itemized in SB 214, including \$115 million for Ferry Service for Rural Communities Operating Assistance, \$69.4 million for Wasilla to Fishhook Main Street Reconstruction, and \$62.5 million for the Sterling Highway 82.5-94 Safety Corridor. Why is West Susitna being prioritized while other Alaska priorities are not itemized?
- The cost of this project has been adjusted multiple times since the public last had a formal opportunity to comment in early 2025. The Department of Transportation said it would open a new State Transportation Plan amendment for public comment on February 14, 2026 and that date passed more than two months ago without any public release. The public has not had a meaningful chance to comment on the current cost or scope.
- The State Transportation Improvement Plan currently programs \$89.59 million in total for the entire West Susitna Access Road project across both project numbers combined. The Stage 2 appropriation alone in SB 214, at \$94.97 million, exceeds that total. The Legislature is being asked to commit more public money to one phase than the federally-approved plan currently programs for the whole road.
- The federal Environmental Assessment for this project is not complete. The federal Section 404 wetlands permit from the Army Corps of Engineers has not been issued. The state is being asked to commit nearly \$100 million before federal environmental review is finished and before federal permits are in hand.
- This road would change the character of an area Alaskans have used for generations for hunting, fishing, subsistence, and traditional recreation. A funding decision of this scale should not be made before the public has had a meaningful opportunity to weigh in on what this project will actually do and what it will affect.
- The project has been described in many different ways since it first appeared in 2023, including as an industrial corridor, a public recreation road, a single project, and now as a parent-child split between two project numbers. The cost has been programmed at \$82.5 million for 15 miles, then \$76 million for 22 miles in two project numbers, then walked back up through multiple amendments and modifications. Following this project as a member of the public has been extraordinarily difficult.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Jennifer Cizek
Point Mackenzie

From: Laura Wright [REDACTED]
Sent: Tuesday, April 28, 2026 6:33 PM
To: House Finance
Cc: Rep. Kevin McCabe; Sen. George Rauscher
Subject: Remove \$95Million from SB214

Hello,

My name is Laura Wright and I am a resident of the Upper Susitna Valley. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214. I recreate in the land both east and west of the Susitna River. I follow the Iron Dog and Iditarod races as they go through the country west of the Susitna River. I have flown over the West Su area and it is a lot of water, bogs, salmon streams, lakes and important habitat. A road would fracture all of that and degrade everything. I read that the road would 182 waterways and 83 salmon streams!

The State of Alaska should not be putting this kind of money into a new road when our existing roads are falling apart. Right now, in Talkeetna the Spur Road is less than 75 feet from the Susitna River and no one has said anything or done anything about it. It is our only access in and out of town! The Parks Highway continually needs upgrades and maintenance and a rest stop would also be amazing. There is literally no public restrooms between Wasilla and Denali State Park!!!

Additionally, the DOTs campaign on this road has been all over the place, confusing, misleading and mostly incorrect! I don't want my money going to fund a boondoggle for Outside interests.

Please remove the funding from the State's Capital Budget.

Laura Wright
[REDACTED]
Talkeetna, AK 99676

From: Melissa O'Bryan <mobryan@kictribe.org>
Sent: Tuesday, April 28, 2026 5:47 PM
To: House Finance
Subject: Restore Homeless Assistance Program in capital budget

Dear Members of the House Finance Committee,

My name is Melissa O'Bryan, and I work as the Housing Project Development Coordinator for Ketchikan Indian Community. I'm writing to strongly urge you to restore funding for the Homeless Assistance Program in the capital budget.

Through our housing department, we work with people daily on the brink of homelessness. We rely on Tribal resources to assist as we can and we work closely with many social service agencies in Ketchikan to help fill any gaps. We see firsthand the critical need for supporting this program. Many communities across Alaska are facing increased costs and seeing increases in the need for services such as rental and mortgage assistance, utility and heating assistance and food security. Families are choosing every day which bill to pay and which one can wait. The families we work with are already cutting "material" items to stretch their budget. It is now choosing between keeping the lights on, keeping their children fed, or rent/mortgage. One unplanned event or emergency car repair can be devastating to their already stretched thin budgets.

In addition to this, communities such as Ketchikan and other island communities are seeing an increase in the cost of vital services such as groceries, fuel and utilities. Our community alone just saw an increase in the fuel surcharge from 11% to 18% for barge lines (which bring our groceries and fuel!) As well as this, our community is projected to raise utility rates each year for the next five years by 8%. Many of the people we serve are merely a foot step away from homelessness as it is and these increased costs are just exacerbating the problem. We will see the increase for the foreseeable future and the costs are just going to continue to rise. Now is not the time to make devastating cuts to community programs that are keeping people housed.

Programs such as these ensure that people are able to afford to live and they stay stably housed. They are lifelines to our imminently housed population. It can be easy at times to look at a budget and see numbers and ways to save, but I implore you to see people and programs instead. Our communities are struggling. The Homeless Assistance Program is vital to Alaskans and we cannot afford to lose it.

Stable housing is the foundation for health, education and economic opportunity, all pillars of what make Alaska so great. When people have a safe place to live, communities are stronger, and public systems face less strain. This leads to thriving communities.

I respectfully ask that you prioritize restoring HAP funding to ensure that people can remain in their homes and our communities can thrive.

Thank you for your time and consideration,

Sincerely,
Melissa O'Bryan
Housing Project Development Coordinator
Office: (907) 228-9222

Direct: (907)228-9455
429 Deermount Street
Ketchikan, Alaska 99901
mobryan@kictribe.org



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From: Christin Swearingen [REDACTED]
Sent: Tuesday, April 28, 2026 5:33 PM
To: House Finance
Subject: No to the West Su Road

Dear House Finance Committee,

My name is Christin Swearingen and I live in Fairbanks. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

I monitored the Cook Inlet population of beluga whales for several years when I lived in Anchorage. These unique white whales are at risk if the road is developed, as it would cross watersheds feeding Cook Inlet. Without a complete environmental review, I have little faith that the road would be built in a way that mitigated environmental damage effectively.

My specific concerns include:

- The federal Environmental Assessment for this project is not complete. The federal Section 404 wetlands permit from the Army Corps of Engineers has not been issued. The state is being asked to commit nearly \$100 million before federal environmental review is finished and before federal permits are in hand.
- This road would change the character of an area Alaskans have used for generations for hunting, fishing, subsistence, and traditional recreation. A funding decision of this scale should not be made before the public has had a meaningful opportunity to weigh in on what this project will actually do and what it will affect.
- The project has been described in many different ways since it first appeared in 2023, including as an industrial corridor, a public recreation road, a single project, and now as a parent-child split between two project numbers. The cost has been programmed at \$82.5 million for 15 miles, then \$76 million for 22 miles in two project numbers, then walked back up through multiple amendments and modifications. Following this project as a member of the public has been extraordinarily difficult.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Christin Swearingen
Fairbanks

From: jhernandez@arctic.net
Sent: Tuesday, April 28, 2026 5:27 PM
To: House Finance
Subject: Homeless Assistance Program

Dear Alaska House Finance Committee

My name is Jocelyn Hernandez, and I am a resident and advocate from Unalaska. I'm writing to strongly urge you to restore funding for the Homeless Assistance Program in the capital budget. It should come to no surprise that the cost of living in, not only in Alaska but, throughout the entire United States is on the rise. People are struggling more and more to be able to afford just basic necessities. A problem that is amplified more so in the rural parts of Alaska. By looking at what is happening in our current timeline, we can see that prices of basic everyday needs and expenses will go up. And the ones that will end up suffering the most are our most vulnerable population. I understand the State carries the burden of having to budget and plan what is best for Alaska's future but cutting a budget by 50% that is meant to provide for the welfare of the people it serves does not seem like the correct move. In situations like this we have to think of our people. We have to put the needs of the people of Alaska first. I truly hope that this committee considers all sides of what this cut will do in the long run. I appreciate your time and attention to my small plea.

Thank you,

Jocelyn Hernandez

Program Services Coordinator

Unalaskans Against Sexual Assault & Family Violence (USAFV)

PO Box 36 Unalaska, AK 99685

Office: 907-581-1500 24-Hour Crisis Line: 907-581-1500

Toll-Free 24-Hour Crisis Line: 1-800-478-7238 Fax: 907-581-4568

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From: Dawn Johnson <djohnson@ifhs.org>
Sent: Tuesday, April 28, 2026 5:05 PM
To: House Finance
Subject: Restore Homeless Assistance Program in Capital Budget

Dear Alaska House Finance Committee:

My name is Dawn Johnson and I'm a community member from Unalaska. **I'm writing to strongly urge you to restore funding for the Homeless Assistance Program (HAP) in the capital budget.**

HAP funds play a critical role in keeping people safely housed. Without this support, many individuals and families face increased risk of eviction, displacement, and homelessness. At a time when housing costs remain high and many are still recovering financially, cutting, or reducing these funds would have serious consequences for our communities.

Stable housing is the foundation for health, education, and economic opportunity. When people have a safe place to live, communities are stronger, and public systems face less strain.

I respectfully ask that you prioritize restoring HAP funding to ensure that people can remain in their homes and our communities can thrive.

Thank you for your time and consideration.

A. Dawn Johnson MSN, RN, LNHA
IFHS CEO
907-581-8658 (office)/ 505-818-7140 (cell)

From: Bridget Maryott [REDACTED]
Sent: Tuesday, April 28, 2026 5:01 PM
To: House Finance
Subject: SB 214

Dear House Finance Committee,

My name is Bridget Maryott and I live in Fritz Creek. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

I am writing to strongly oppose the construction of the West Susitna Industrial Access Road. This project fundamentally conflicts with the values and priorities of our state. The Susitna Valley holds immense importance for recreation, guiding, and tourism, benefiting Alaskans and supporting a sustainable economy. The region already provides world-class fishing, hunting, and outdoor opportunities, and should not be sacrificed for a development project that serves foreign mining interests.

The proposed road threatens our natural resources and cultural heritage by crossing numerous waterways and salmon streams, risking long-term damage to habitats vital for fish, wildlife, and subsistence lifestyles. Such infrastructure often leads to habitat loss, reduced salmon populations, and environmental degradation that takes decades to repair. Moreover, the project would entail at least \$600 million in public funds to subsidize a private industrial corridor for foreign mining companies.

This is not about promoting true economic development for Alaskans; it is about facilitating industrial access at the expense of our environment, local communities, and existing industries. The public infrastructure we need should be invested in our crumbling roads, schools, and essential services, not in subsidizing multinational corporations.

The salmon rivers—Yentna, Talachulitna, Skwentna—are vital for our ecosystem and local livelihoods. They sustain bears, eagles, and communities, yet face increasing threats from pollution and habitat destruction. We must prioritize clean water and healthy streams over costly projects that endanger these precious resources.

Alaska's future relies on protecting our wild regions, supporting local economies, and respecting our environment. I urge the legislature to reject funding and approval for the West Susitna Industrial Access Road. Let's reinvest in Alaskans and stand against this misguided initiative.

My specific concerns include:

- The Department of Transportation has publicly acknowledged it does not have enough state match funding to draw down all the federal money Alaska is entitled to. Every dollar of state match committed to this project is a dollar that cannot be used to draw down federal funding for projects Alaskans use every day.
- Major transportation projects programmed for FY27 in the federally-approved State Transportation Improvement Plan are not itemized in SB 214, including \$115 million for Ferry Service for Rural Communities Operating Assistance, \$69.4 million for Wasilla to Fishhook Main Street Reconstruction,

and \$62.5 million for the Sterling Highway 82.5-94 Safety Corridor. Why is West Susitna being prioritized while other Alaska priorities are not itemized?

- The State Transportation Improvement Plan currently programs \$89.59 million in total for the entire West Susitna Access Road project across both project numbers combined. The Stage 2 appropriation alone in SB 214, at \$94.97 million, exceeds that total. The Legislature is being asked to commit more public money to one phase than the federally-approved plan currently programs for the whole road.
- The project has been described in many different ways since it first appeared in 2023, including as an industrial corridor, a public recreation road, a single project, and now as a parent-child split between two project numbers. The cost has been programmed at \$82.5 million for 15 miles, then \$76 million for 22 miles in two project numbers, then walked back up through multiple amendments and modifications. Following this project as a member of the public has been extraordinarily difficult.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Bridget Maryott
Fritz Creek

From: Kendra Zamzow [REDACTED]
Sent: Tuesday, April 28, 2026 4:49 PM
To: House Finance
Cc: Rep. Garret Nelson
Subject: Public Testimony on SB 214 — Remove West Susitna Access Road Funding

Dear House Finance Committee,

My name is Kendra Zamzow and I live in Chickaloon, Alaska. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

I live in the Matanuska River watershed. Every weekday I drive the Glenn Highway from Chickaloon to Sutton and back. Along my drive, at MP 64-66 the Matanuska River is cutting into the highway embankment to the point that DOT has had to add heavy armor rock - and it will likely continue to need to do so. This stretch of road has three high priority DOT projects. There is one more location at MP 71, before I reach the turnoff to my house; another high priority project where the bank is eroding away at the highway's edge.

Every month I drive up to Glacier View. At MP 94 there is a persistent debris flow at Muddy Creek that is so damaging that DOT plans to place a bridge over it. The root of the debris flow is almost certainly permafrost melt, and there is a stretch of highway in Glacier View between Victory Bible Camp and Sheep Mt. Lodge where there is expected to be more frequent debris flows in more locations, along with risks of shallow landslides, slow-moving slope failures, and possible deep-seated landslides similar to what people have seen occur in Denali. The road in Denali, however, is not the responsibility of the state of Alaska. The Glenn Highway is. In addition to these, there are several stretches that require guard rails, including some that can be very dangerous in the winter.

My specific concerns include:

- The Department of Transportation has publicly acknowledged it does not have enough state match funding to draw down all the federal money Alaska is entitled to. Every dollar of state match committed to this project is a dollar that cannot be used to draw down federal funding for projects Alaskans use every day.
- Major transportation projects programmed for FY27 in the federally-approved State Transportation Improvement Plan are not itemized in SB 214, including \$115 million for Ferry Service for Rural Communities Operating Assistance, \$69.4 million for Wasilla to Fishhook Main Street Reconstruction, and \$62.5 million for the Sterling Highway 82.5-94 Safety Corridor. Why is West Susitna being prioritized while other Alaska priorities are not itemized?

Before we give up our tax dollars to schemes being pushed by industries that should be able to build their own roads, let's prioritize the roads that residents use right now. Let's attract businesses along infrastructure that already exists. Let's leave wild areas wild, because we can find mines, and power plants, and heavy industry, and logged out areas all over the country. What is harder to find, and what we are incredibly fortunate to retain, is vast areas of wild lands right outside our back doors in one of the most populated areas of the state, in the Susitna and Matanuska River watersheds.

Please vote to remove this appropriation.

Thank you for your time.

Sincerely,
Kendra Zamzow
Chickaloon, Alaska 99674

From: Cheri Smith <csmith@leeshoreak.org>
Sent: Tuesday, April 28, 2026 4:47 PM
To: House Finance
Subject: Restore Homeless Assistance Program in capital budget

The LeeShore Center is in strong opposition of the proposed 50% cut to HAP funds currently in the governor's budget. HAP funds are critical in helping keep people safely housed, preventing displacement, and supporting vulnerable households across our communities. Without this support, many individuals and families are at an increased risk of homelessness throughout our state. As a victim service agency on the Kenai Peninsula, The LeeShore Center provides safe emergency shelter, advocacy, and support services to victims of domestic violence and sexual assault made homeless by violence they've experienced in the home. HAP funds are critical for our emergency shelter operations; funds are used to help pay facility security system costs, utilities, and advocate case management and support services to help victims navigate resources, including permanent housing. Cuts to HAP would leave many of our most vulnerable without the support they need for stability assistance and would lead to our agency having to cut a staff position, which would negatively impact the services we provide.

I urge you to keep HAP funding at the current FY26 level.

Cheri Smith
Executive Director
The LeeShore Center
325 S. Spruce St.
Kenai AK 99611
(907) 283-9479

From: Mary Hoppas [REDACTED]
Sent: Tuesday, April 28, 2026 3:59 PM
To: House Finance
Subject: Public Testimony on SB 214 — Remove West Susitna Access Road Funding

Dear House Finance Committee,

My name is Mary Hoppas and I live in Anchorage. I am writing to ask you to remove the \$94.97 million appropriation for West Susitna Access Road Stage 2 from SB 214.

I've lived in Anchorage since 1968 and raised a family here. I don't think using 94.97 million dollars for phase one of this project is fiscally responsible when there are existing projects that directly impact the daily lives and safety of Alaskans that need to take priority. please strip the \$94.97 from the budget bill and focus on immediate transportation needs of Alaskans like a well run, functioning ferry system and completion of already started projects.

My specific concerns include:

- At \$94.97 million, this single phase ranks as the fourth-largest line item in Alaska's entire \$1.17 billion Surface Transportation Program for FY27. It is 2.6 times larger than the Knik-Goose Bay Road Reconstruction project that Mat-Su residents have been requesting for over a decade, 5.2 times larger than the entire statewide Dalton Highway Preservation Program, and 20 times larger than the statewide bridge inspection program.
- Major transportation projects programmed for FY27 in the federally-approved State Transportation Improvement Plan are not itemized in SB 214, including \$115 million for Ferry Service for Rural Communities Operating Assistance, \$69.4 million for Wasilla to Fishhook Main Street Reconstruction, and \$62.5 million for the Sterling Highway 82.5-94 Safety Corridor. Why is West Susitna being prioritized while other Alaska priorities are not itemized?
- The federal Environmental Assessment for this project is not complete. The federal Section 404 wetlands permit from the Army Corps of Engineers has not been issued. The state is being asked to commit nearly \$100 million before federal environmental review is finished and before federal permits are in hand.
- This road would change the character of an area Alaskans have used for generations for hunting, fishing, subsistence, and traditional recreation. A funding decision of this scale should not be made before the public has had a meaningful opportunity to weigh in on what this project will actually do and what it will affect.

Please vote to remove or hold this appropriation until the federal environmental review is complete and the public has had a meaningful chance to comment on the current cost and scope.

Thank you for your time.

Sincerely,
Mary Hoppas
Anchorage

From: [REDACTED] on behalf of Ann Yates
Sent: Tuesday, April 28, 2026 3:20 PM
To: House Finance
Subject: Please do not fund the proposed West Susitna Industrial Access Road

Dear Alaska House Finance Committee,

I value the West Susitna region's public lands and pristine waters that support abundant fish and wildlife resources, fishing, hunting and recreational opportunities, and a robust existing tourism-based economy. The proposed West Susitna Industrial Access Road threatens those values and is yet another ill-conceived project and a waste of state funds.

Please remove all funding associated with this project in SB 214, capital budget

Sincerely,
Ms Ann Yates
Anchorage, AK 99503-1884
[REDACTED]



Alaska Farmers Market Association

www.alaskafarmersmarkets.org

info@alaskafarmersmarkets.org

Testimony for the Record

Submitted to House Finance Committee

For the Hearing SB 214 APPROP: CAPITAL/FUNDS/SUPP/REAPPROP/AMEND

Claire Marshalek

District D-8

Food Access Director

Alaska Farmers Market Association

Dear Committee Chairs and Members of the Committee,

Thank you for accepting public testimony on SB 214 as it has proven to be an invaluable investment to communities across the state.

My name is Claire Marshalek and I have been serving the Alaska Farmers Market Association (AFMA) as the Food Access Director for the past 4 years. I began working with local farmers and food producers after starting the Seward Farmers Market which truly showed the value of Alaska Grown produce. Today, I am writing to bring attention to AFMA's Capital Request "*Alaska Farmers Market Association - Support for Doubling SNAP/WIC/Senior Nutrition Incentive Programs at Farmers Markets*" and urge the committee to include this small request in the capital budget.

AFMA is requesting \$750,000 over five years to continue and expand AFMA Market Match, Alaska's only statewide nutrition incentive doubling program at farmers markets, farm stands, and CSAs.

Renewing and expanding Market Match is an opportunity to invest in Alaska families, farmers, and long-term resilience. It leverages federal benefits, strengthens Alaska's food system, improves public health, and supports local economies.

In my time serving as Food Access Director I have heard from farmers and market managers that Market Match is essential to feeding all community members and directly supporting our small scale farmers. In the first 5 years as a pilot program we've seen SNAP market match impact farmers and feed community members in Haines, Kodiak, Homer, Kasilof, Soldotna, Newhalen, Anchorage, Palmer, Fairbanks, and Ester.

I urge the Committee to fund this request and continue investing in a program that advances food security, economic opportunity, and the health of Alaskans. Thank you for your consideration and for your commitment to a healthier, more resilient Alaska.

A handwritten signature in black ink, appearing to read "Claire Marshalek".

Claire Marshalek

foodaccess@alaskafarmersmarkets.org